

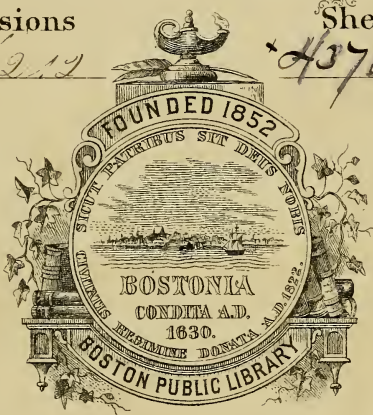


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CONDITION,

Progress **AND** **A**dvantages

— OF —

LOS ANGELES CITY & COUNTY,

SOUTHERN CALIFORNIA.

— + . . . + —

WRITTEN AND COMPILED

By A. T. HAWLEY,

By authority of the Los Angeles Chamber of Commerce, and Published
by that Body for Free Distribution.

JULY, 1876.

— + —

FIRST EDITION, 5,000 COPIES.

— + —

LOS ANGELES, CAL.:

MIRROR PRINTING, RULING AND BINDING HOUSE.

1876.

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INTRODUCTORY.

A few days ago my attention was called to two or three of a series of articles written with an evident intent to disparage Los Angeles County, and the effect of which—if they could have any effect—would be to discourage immigration to this section, and otherwise injure it. For myself, I believe that no section of the country offers greater inducements to the industrious, capable seeker after a home, than Los Angeles County. As special correspondent of the LOS ANGELES DAILY STAR, published in this city by Major Ben C. Truman, I have made three tours throughout the county—the first in March and April, 1874, the second in December and January, 1874–75, and the third in December, 1875—visiting every precinct, and writing on each trip a series of descriptive and statistical letters, which were published in the STAR. Upon reading the depreciatory articles, above referred to, it occurred to me—Major Truman being absent at the East—that I would take my last series of letters and publish them in pamphlet form, supplementing them, however, with notes of another personal visit to each precinct, in which notes would be embodied a reliable statement of the number of new farms opened, acres of ground turned up for the first time, houses, public and private, erected for the six months ending June 30th, 1876, the average of crops for the present season, and other matters of commercial, financial, and agricultural interest, which personal observation and trustworthy reports from respectable sources had fully satisfied me would go to show that this county, so far from retrograding, was steadily and healthfully advancing, and

that, too, in spite of an untoward chain of circumstances, the tendency of which has been, more or less, to depress trade and give the superficial observer, and the professional fault-finder, some apparent cause for predicting future disaster and finding fault with the present.

My original project was purely a personal one, and was received with favor by the few business men to whom I broached the subject. I had spoken to less than half a dozen gentlemen about the matter when I called upon I. W. Lord, Esq., a member of the Los Angeles Chamber of Commerce, who at once suggested that steps be taken for calling a meeting of that body, and that I submit a proposition to the Chamber for the publication of five thousand copies of the proposed pamphlet for gratuitous distribution. The Chamber of Commerce met on the 27th of June, and, by a unanimous vote, ordered five thousand copies, stipulating that the publication should embrace not only my original design, but a number of articles from leading citizens on special topics, which will be found in the work herewith submitted. It goes out with the endorsement of the best commercial and financial authority of the City and County of Los Angeles, and has a right to demand the respectful attention of the reader. My letters to the STAR have attracted more or less attention, and their fairness I do not believe can be successfully called in question. In the supplemental reports for the six months ending June 30th, 1876, I have aimed at particularity and truthfulness.

In availing myself of the STAR letters of December, 1875, in Major Truman's absence, I do so confident that he will approve of my act. It is to his enterprise, as a journalist, that I owe my ability to prepare this pamphlet in time for the purpose aimed at by the Los Angeles Chamber of Commerce.

A. T. HAWLEY.

LOS ANGELES, July 1st, 1876.

CHAPTER I.

Geography, and General Characteristics of Soil and Climate.

Los Angeles County, extending in an irregular line of about 120 miles along the sea coast, has for its southern boundary the Pacific Ocean and San Diego County; on the north it is bounded by Kern County, on the east by San Bernardino, and the west by Ventura. Lofty mountain ranges, known as the San Fernando, San Gabriel, Cucamonga, and San Bernardino Ranges, run parallel with the coast, at an average distance of thirty-five miles from the sea. The immense region lying between these two great natural boundaries constitutes, it may be truthfully asserted, the finest body of agricultural land, of equal extent, on the continent. Within the term "agriculture" is included its capacities for the production of everything in the cereal, pomological, and vegetable kingdoms. The fruits of the Semi-Tropics and of the Temperate Zones grow and flourish side by side, and in such diversity and perfection that absolutely nothing is lacking to ensure success to the intelligent and industrious tiller of the soil. There is no doubt that this great valley was at one time an immense inland sea, which receding, left those sedimentary deposits, the existence of which in any soil is a guarantee of practically exhaustless fertility. Added to this, year by year the mountain ranges to the north and east send down largesse in the shape of decomposed matter, vegetable and mineral, which repair whatever waste may have taken place in the process of cultivation. The very general practice of irrigation serves, in a remarkable manner, to equalize the distribution of these valuable

adjuncts of the tiller of the soil; and as the system of irrigation is improved, the waters from the mountains stored in capacious reservoirs, and thence distributed over ten or twenty times the area now cultivated, the work of replenishing the soil with the constituent elements of permanent fecundity will be as much an integral part of the labor of plowing and sowing, and gathering the crops, as either of those necessary acts.

Concerning these things, my statements, in this introductory chapter, are broad and general. I have been cautioned, since this important task has been committed to my hands, to confine myself within bounds—it having been considered by many that descriptions of Los Angeles County have been overdrawn. I am one of those who think the beauties and advantages of this section can hardly be overstated; and I here desire to say, that if to the reader of this pamphlet the terms employed by me should appear florid, to me, at least, after repeated observations of the ground, they seem tame and commonplace.

But a small portion of the cultivable area of Los Angeles has been subjected to use and occupation. Major Truman, in his "Semi-Tropical California," p. 69, says: "In what may be termed the agricultural zone of Los Angeles County, there are about 3,000 square miles; land under cultivation and irrigation, about 50 square miles; land under cultivation without irrigation, 50 square miles; the balance, 2,900 miles, being devoted to purpose of grazing, and used for stock-raising at present." This statement was made in 1874. A vast increase in the cultivated acreage has taken place since that time, but the disproportion between the amount of land under the plow and that which stands ready to furnish comfortable, healthful, productive homes to tens of thousands, is still immensely large. I repeat here a remark made to me, some two years since, by ex-Governor Downey: "Los Angeles County is an empire, and almost untouched, so far as its capac-

ities are concerned, at that." In the series of "County Sketches," alluded to in the introductory to this pamphlet, the prominent geographical features of this county will, however, be more fully, and, I believe, quite exhaustively considered.

Lying between the thirty-second and thirty-fourth parallels of latitude, the climatic conditions of the county, by every known rule, must be extremely favorable—universal history bearing testimony to the strong and healthy development of all the best attributes of the race of man within these limits. When to this is added the fact that our proximity to the Pacific Ocean gives us, in all its best completeness, the great desideratum of an oceanic climate, as contradistinguished from a continental, the subject hardly needs to be enlarged upon.

The meteorological tables, which will be found on another page, will throw a flood of light upon the subject, and careful statements of the number of times in which injury to crops has resulted from frosts in the different sections, will satisfy the most exigent in their demands for the best country attainable, that while we do not live in "that island valley of Avillon, where never falls the snow nor any frost," that while we possess no earthly Paradise, all the best conditions for which mankind may reasonably hope, meet and centre here in Los Angeles County.

CHAPTER II.

Our Railroad System---The Key to Our Prosperity--- Its Origin, Growth, and the Importance of its Future.

Admirable as is the geographical location of the City and County of Los Angeles, great and varied as are its resources, the whole vast region comprised

within its area dragged along from the date of its occupation by the Americans until 1868 at, comparatively speaking, a snail's pace. Dependant for its connection and communication with the commercial center of the State, upon steamer and sail service on the ocean, and a long and tedious land carriage, over a then uninviting and sparsely settled region, given up for the most part to purely pastoral purposes, few, if any, comprehended the brilliant and glowing future which was in store for it.

The direct consequences of the progress made in material growth by the city and county will be made fully apparent in the series of county sketches to follow. It will not be uninteresting to glance briefly at the main historical points of the railroad system. The Los Angeles and San Pedro Railroad Company was organized in 1868. On the 23d day of September, in that year, operations were commenced. Work was prosecuted vigorously and without interruption throughout the ensuing twelve-month, and on the 26th day of October, A. D. 1869, the last tie and rail were laid, and the event signalized by appropriate demonstrations of joy by the people of the city and county. The completion of this road—twenty-three miles in length—connected Los Angeles with San Pedro, now Wilmington, Harbor, and did away with the tedious trip by stage for passengers, and the expensive and often uncertain transportation of merchandize by wagon. It gave a decided impetus to the growth of the city and settlement of the agricultural regions of the county. In 1873, the SOUTHERN PACIFIC RAILROAD COMPANY appeared upon the scene, and, looking at the results directly traceable to their business energy and promptness, the people of this section must, in the very nature of things, regard the company as the most powerful factor in their welfare and prosperity that they have known. The best tribute which can be paid to the company's fidelity to their important obligations, is the assertion of General Col-

ton, Vice President of the company, that "they have always been not only as good as, but better than their word." The first step taken by the S. P. R. R., was the purchase of the Los Angeles and San Pedro Road, which was consummated in 1873. The system of the S. P. R. R. comprehended the main trunk line running northwardly to San Francisco, a distance of about four hundred miles; thence from Los Angeles southwardly, via. Spadra, Colton, and the San Geronio Pass to Arizona, and thence to a connection with some one of the great southern overland trunk roads, if not indeed the construction of a through trunk line on their own account, which latter contingency is, judging from the great results already accomplished, by no means to be considered as among remote and improbable contingencies. Not only do the purposes of the company comprise the foregoing stupendous undertakings, but it is part of their settled policy to penetrate the great and inviting field which Mexico presents for occupation, and make her mines, and cocoa and coffee groves, and all her other abounding elements of wealth and prosperity, tributary to the Pacific Coast. In addition to the above, the S. P. R. R. included another line—the Anaheim branch—running southwesterly—in their scheme of operations, thus, by their four lines, bringing all portions of the county, except the western, which has since been occupied by another company, in close connection with the local seat of government. Work on the northern extension to San Fernando, and on the southeastern to Spadra, was commenced in 1873, simultaneously. These two objective points were reached in April, 1874, and on the 24th day of that month, as appears by the advertisement of the timetable in the Los Angeles STAR, the first passenger trains were run to those two points. Work on the Anaheim branch was commenced in 1874, or very late in 1873, and the first through train was run on the 17th day of January, 1875. The road bed is graded for a distance

of about ten miles beyond Anaheim, and a bridge costing about \$40,000 has been built across the Santa Ana River. The extension of the track which, when completed, will afford railroad communication with the rich and flourishing settlements of Richland, Santa Ana, and Tustin City, and the magnificent and fertile lands of the San Joaquin Ranch—one of the finest bodies of agricultural lands on the coast—is projected. From Los Angeles to Spadra it is thirty miles. The work of extending the road eastwardly has progressed steadily and as rapidly as the nature of surrounding circumstances would permit. It is now completed to Indian Wells, on the Colorado Desert, a point one hundred and thirty miles east of Los Angeles, and will be extended eastwardly as rapidly as possible. The work of railroad building, eastwardly from Los Angeles, presents but few obstacles to ordinary engineering. It is on the northern division that the skill of the engineer and the labor of man is taxed to the utmost. It is generally conceded that the section of road lying between the south end of the San Fernando Tunnel and the north end of the Tehachepi Pass, presents problems in engineering more difficult to solve than any which occur on the wonderful path hewn over and under the Sierra Nevada by the Central Pacific Company. The San Fernando Tunnel, lying in this county, is 6,964 feet, or nearly one mile and a quarter in length. It runs through a series of detached spurs of a mountain range of peculiar formation, and unlike the tunnels in the granite fastnesses of the Sierra, which require no support except the natural formation, every foot of the great undertaking, which is to open the way from Los Angeles to San Francisco by rail, requires to be timbered with massive timbers and powerful arches, upon the construction of which the best results of scientific skill and experience have been expended. It is not within the province of this pamphlet to enter upon a detailed description of this great

work. The work upon the tunnel was commenced in July, 1875, simultaneously at both ends, and has been prosecuted unintermittingly ever since. An average of 1,500 men have been employed upon the work, and its completion may be looked for confidently within the present month, July, 1876. The entire line to San Francisco will be open in October. This brief glance at what has already been accomplished by the Southern Pacific Railroad Company, as well as the outline of their future operations, which I have given, should, I think, be sufficient to demonstrate the peculiar advantages which the City of Los Angeles possesses as a railroad centre, as well as those which the county possesses in the matter of facilities for intercommunication and transportation of produce of whatever description. The operations of the Southern Pacific Railroad Company have revolutionized Los Angeles County, commercially and financially, and inaugurated that era of legitimate growth and prosperity for which, but for this company, this entire section might have waited until a new generation came upon the scene; and they, too, would have passed away, without looking upon the faintest colors of its dawn, but for the impetus given to every branch of industry by the construction of the railroad lines which find their common centre in Los Angeles.

But, after all, the best commentary upon the building of these lines of road is found in the following tabular statement of the increase in the value of taxable property, in the City and County of Los Angeles, for the past ten years, prepared with great care from official sources, by M. J. Newmark, Esq., one of our most public spirited citizens, a leading merchant, and a member of the Los Angeles Chamber of Commerce.

The assessment rolls of this county, from the year 1866 to the year 1876, inclusive, show the following gratifying and constant increase :

1866	\$ 2,366,886 75
1867	2,556,083 00
1868	3,764,045 00
1869 (L. Ang'ls & S'n. Pedro road built)	5,797,171 00
1870	6,918,074 00
1871	6,358,022 00
1872	9,147,073 00
1873 (Road built to Spadra & San F'ndo)	9,854,593 00
1874	12,085,110 00
1875	14,890,765 00
1876	14,844,322 00

[It would appear from the statements of 1875 and 1876, that there had been no increase in the values of property for the fiscal year 1875-6. This apparent discrepancy is thus explained: In 1875 some two million, or more, dollars worth of mortgages and solvent debts were listed by the Assessor. But a decision of the Supreme Court of the State of California, recently rendered, forbids the further assessment of the last named class of securities. The following figures, compiled by me July 8, 1876, from the books of the County Assessor, will further, and, I think fully, explain this matter. They show an actual increase in the value of real estate and improvements of over \$1,500,000. The following are the figures from the Assessor's rolls for 1876:

Value of land in the County	\$ 5,435,164
Value of improvements	1,328,810
Value of town property	219,330
Value of Improvements	221,320
Value of real estate in the city of Los Angel's	3,202,213
Value of improvements in the city of Los Angeles	1,365,834
Value of improvements on lands not enumerated above	61,777
Value of personal property in the County.	1,948,710
Value of personal property in the city...	855,462
Money	105,702
Grand Total	\$14,844,322

In the year 1875 the total real estate in the city and county was assessed at \$7,748,044, the improvements at \$2,557,705, total \$10,305,749. In 1876 the real estate is assessed at \$8,956,707, the improvements at \$2,915,964, total \$11,871,671, an increase in these two tangible and influential values of \$1,565,922 for the present year, as against the last.]

It is justly due to the energetic and far-seeing men who have inaugurated these great public works, sustained them, carried them on, and provided for their completion, that their names should appear on record. The officers of the Southern Pacific Road are: President, Charles Crocker; Vice President, General D. D. Colton; Treasurer, E. H. Miller, Jr.; Secretary, J. L. Willcutt; Directors, Leland Stanford, Mark Hopkins, C. P. Huntington. To these must be added Colonel George E. Gray, Chief Engineer; J. B. Harris, Supt. of Construction; Arthur Brown, Supt. of Bridges and Buildings; and Col. E. E. Hewitt, Division Superintendent, whose peculiar fitness for the important and responsible duties devolving upon him is recognized to the fullest by all who know him.

The following sketch of Wilmington Harbor was written by Dr. J. P. Widney, of Los Angeles, in compliance with a request from the Los Angeles Chamber of Commerce. It may be relied upon for accuracy, and is accompanied by a map, showing the outline of the harbor, soundings, and other matters of interest.

Wilmington Harbor.---By J. P. Widney, M. D.

Wilmington Harbor, of which a map is given, lies twenty-two miles south of the City of Los Angeles, and is connected with it by railroad. This port has, for nearly a century, been the shipping point of a large area of interior country, comprising much of Southern California, Southern Utah, and Arizona. The port comprises a roadstead, sheltered except from the south

gales of winter, and an inner harbor, completely landlocked, but which is separated from the roadstead without by a bar, passable heretofore only for vessels of very light draft. Large vessels have always lain at the anchorage in the roadstead, and discharged their cargo by means of lighters. Inside the bar is a ship channel, perfectly sheltered, several miles in length, with a width of from 400 to 500 feet, and a depth, at low tide, of from 20 to 25 feet, shoaling at its head to 12 feet.

The Government, after several careful surveys for a harbor of refuge, and one which could best accommodate the commerce of this section, selected Wilmington, and is now prosecuting the work of clearing out the bar, so that vessels of heavy draft may enter the inner harbor. A breakwater, 6,700 feet in length, has been built to confine the outflowing tide and make it cut in one channel through the bar. Dredging has also been commenced, and is all the while going on, to assist the action of the tide. A channel, twelve feet deep at low tide, has been carried through the bar, which the dredgers are now widening. The Government engineers variously estimate the depth which may be eventually secured through the bar at from sixteen to nineteen feet, at extreme low tide, which at ordinary high tide would give from twenty-two to twenty-five feet. The swell upon the bar, owing to the partially sheltered roadstead outside, is light, so that nearly every foot of depth secured is available. The engineers state that when once the bar has been removed there is no danger of its forming again, but that the channel will remain open without further trouble.

This harbor is the ocean terminus of the Southern Pacific system of railroads. There are now in operation from the harbor, the road to the City of Los Angeles, and from there north toward San Francisco; the road southeast to Anaheim, and the road eastward

toward Arizona. It is to connect with the Texas Pacific when that road is built. The road north will connect through to San Francisco by September, 1876. The total length of railroad now in active operation, ramifying from the port, is 205 miles.

Statistics of the port for year 1875, are as follows:

Arrivals—Steamers	284
“ —Sailing Vessels	116
	<hr/>
Total Number of Vessels arriving	400
Passengers—Arrivals	11,984
“ —Departures	8,209
	<hr/>
Total	20,193
Imports—Principally Lumber, Merchandise and Railroad Material, tons	80,548
Exports—Wool, Hides, Honey, Asphaltum, Grain, Wine, Brandy, Bullion, Live Stock, Oranges, Lemons, Limes and Nuts, tons.	14,841
	<hr/>
Total Freight movements of the port for the year, tons	95,389

All soundings given upon map are in feet, at low tide.

WILMINGTON HARBOR,

Los Angeles County Cal.

showing the Breakwater, Channel, Basin.

Scale: 1/40000

Wilson's College



Point Fermin.

San Pedro Pt.

Rattlesnake Island

WILMINGTON

TIDAL ESTUARY

PACIFIC OCEAN

30 ft curve at mean low water.

24 ft curve

18 ft curve

12 ft curve

Wilmington Breakwater

Deadman's I.

Wilmington

27 miles to Los Angeles S.P.R.R. Basin

Wilson's College

THE LOS ANGELES AND INDEPENDENCE RAILROAD.

An Important Adjunct to our System of Transportation.

The Los Angeles and Independence Railroad Company was organized and incorporated in January, 1875, with the following Board of Directors: F. P. F. Temple, Jno. P. Jones, R. S. Baker, T. W. Park, James A. Pritchard and J. S. Slauson. It owed its origin as much, perhaps, to the existence of a rich mining district to the north of this county as to any other cause. Work was commenced upon the road immediately after the articles of incorporation had been filed, and under the energetic supervision of Col. Joseph U. Crawford, Chief Engineer, sixteen and one-half miles of road, connecting Los Angeles with Santa Monica, a sketch of which part follows this article, were completed and passenger trains running between the two points on the 1st day of December, 1875. One of the immediate effects of the construction of this short road was to reduce the rates of transportation and passenger fare from the sea-board to Los Angeles. The extension of the Los Angeles and Independence road northwardly to a junction with the Union Pacific at Ogden, and to a connection with a road running southwardly from Virginia City in this direction, constitutes the problem which is now engaging the attention of the managers of the road, and the solution of which is awaited with anxiety and interest by the general public. Three routes for the proposed extension have been surveyed: 1st. The most direct route, which would strike the Cajon Pass, through which an outlet must be found to the region beyond, at Martin's ranch. 2d. A less direct route, *via* Riverside, in San Bernardino County. 3d. A more circuitous route, which, deflecting to the south, would pass through, or near Anaheim, and up the Santa Ana

river to Riverside and San Bernardino, and thence to the Cajon Pass. The extension of the Los Angeles and Independence road to a connection with the Virginia road would traverse a great number of mining localities, many of which are now being profitably worked, remote as they are from adequate means of transportation of both supplies and products. Among these mining regions are the following: Lytle Creek Hydraulic Mines, Holcombe and Bear Valleys, Ord District, Slate Range, El Paso, Argus, Borax Lake, Panamint, Wild Rose, Lookout, Lee, Darwin, Coso, Cerre Gordo, Swansea, Eclipse, Kearsarge, Wacouba, and others; while still further on are Independence, White Mountain, Mono Lake, Walker and Carson Rivers, etc., all of which regions, by propinquity and the natural topography of the country, ought, of right, to be tributary to this section.

On the Ogden route are the rich mining regions of Ivanpah, Kingston Peak, Pioche, Beaver and others, of which the same may be said as of the regions above referred to. The proposed, or contemplated extension looks to the connection of the Los Angeles and Independence road with the Southern Utah at Nephi, 130 miles south of Ogden.

I do not state authoritatively that these connections will be made, but I am at liberty to state that in very recent conversations with Colonel Crawford, he assured me that negotiations looking to these results were pending, and the outlook in that direction altogether favorable. The importance of these results, if consummated, can hardly be over-estimated. In my opinion they may be safely regarded as future factors in the development of this section and the vast enhancement of all values in Los Angeles County. Aiming at the presentation of facts in this pamphlet, I give these outlines, feeling well assured that the man who lives five years will be able to fill up the picture with glowing colors. The Board of Directors of the Company

for 1876-77 consists of Hon. John P. Jones, U. S. Senator from Nevada, Col. J. P. Jackson, James A. Pritchard, Grattan Perry, Hon. Eugene L. Sullivan, of San Francisco, and J. S. Slauson, Esq., of Los Angeles. To this list must be added the name of Col. Joseph U. Crawford, the very efficient Chief Engineer and General Superintendent.

Below will be found a sketch of Santa Monica Harbor, prepared by Dr. J. P. Widney, by request of the Los Angeles Chamber of Commerce.

Santa Monica Harbor.---By J. P. Widney, M. D.

Santa Monica Harbor, seventeen miles west of Los Angeles, and selected as the ocean terminus of the Los Angeles and Independence R. R., is one of the series of roadsteads found upon the Southern California Coast. At this point the coast line curves inward, making a bight, or roadstead, some ten miles deep, with a distance of thirty miles from headland to headland. The trend of the coast gives fair shelter from the force of the northers and the southeasters of winter, while Santa Catalina Island, thirty-five miles out at sea, affords partial shelter upon the southwest. The roadstead is exposed to westerly gales, but these are infrequent. A substantial wharf, 1,775 feet in length, has been built out beyond the surf-line, at which vessels can lie and discharge without difficulty except in very rough weather. The depth of water, at low tide, at the extremity of the wharf, is twenty-four feet. The track of the Los Angeles and Independence Railroad is laid out the full length of the wharf, so that car and ship are brought side by side. During the past winter, which has been one of unusual severity, there has been but little interruption of business from stress of weather.

The section of the Los Angeles and Independence Railroad from Santa Monica to Los Angeles, some

seventeen miles, has been finished and in active operation for several months. Considerable grading has been done upon the line of the road beyond Los Angeles, and at the Cajon Pass, but work is at present suspended. Total chartered length of road from Santa Monica to Independence is about 250 miles. It has been proposed, eventually, to extend this road to a junction with the Union Pacific at Salt Lake.

Statistics of Santa Monica Harbor from June 23d, (the time when the wharf was open for business,) to December 31st, 1875, are as follows:

Arrivals—Steamers.....	53
“ —Sailing Vessels.....	19
	<hr/>
Total Arrivals of Vessels.....	72
Passenger Arrivals.....	2,772
“ Departures.....	1,504
	<hr/>
Total.....	4,276
Imports—Lumber, Merchandise, and Railroad Material, tons.....	10,102
Exports—Merchandise, Asphaltum, Grain, Veg- etables, Honey, Oranges, Nuts, Hides, Wool, Live Stock, tons.....	698
	<hr/>
Total Freight Movements, tons.....	10,800

It is no more than fair to state that the railroad to Los Angeles was only in active operation for one of the six months covered by the above statistics. The increase of exports and imports for the first six months of 1876 *via* the L. A. and I. road has been very great. The figures will be given if obtained in time for publication.

CHAPTER III.

**Interesting Sketch of Our Shipping Facilities---
Growth and Progress of Our Merchant Marine
---Imports and Exports via. San Pedro and Other
Ports.**

BY H. MCLELLAN.

In considering the early commercial importance of Los Angeles County, the year 1835 may be taken as the beginning of its existence, or at least as the earliest date to which the general public can trace their knowledge of it, and that knowledge is due to the notoriety given the embarcadero of San Pedro, by Dana's "Two Years Before the Mast," rather than to the real importance of the shipping point. Many thousand hides were shipped from San Pedro before the year 1835; but prior to Dana's appearance on the scene the public has little knowledge of the business, and the writer no more.

A year later the foreign population of Los Angeles numbered forty-eight individuals; citizens of the United States, twenty-one; Europeans, twenty-five; and Africans, two; and there was no remarkable increase of population, or change in the commercial situation, until the years 1849 and 1850.

At that time the only large herds of cattle, and only vineyards in California, were in this section of the State, and the rush of immigration, immediately following the discovery of gold on this coast, provided good markets for the beef, grapes, wine, etc., of Los Angeles County.

From 1849 to 1853, grapes sold on the vines at twelve and one-half cents per pound, and were shipped to San Francisco by the thousands of boxes, forming an important feature in the exports at San Pedro, which had before consisted almost entirely of hides and tallow. By contrast, in the value of grapes, they were sold at the wine presses, in 1875, as low as forty cents per hundred pounds.

The years 1862 and 1863 were disastrous to the cattle interests, and the exports of hides and tallow fell off very rapidly from that time. In 1864, the exports of this county were less than in any year, with one exception, 1858, since 1852. A marked change in the character of our exports began to take place, and hay and grain, which had formerly figured in our imports, commenced to be important articles of shipment.

The first steamer that cleared from San Francisco for San Pedro, was the U. S. Propeller Edith, in 1849. She was sent to bring Commissioners to the Convention for framing the Constitution of the State of California, but was wrecked near Point Conception, on her down trip.

The steamer Ohio, of about 400 tons register, and with a freight capacity of about 70 tons, was the pioneer passenger and freight steamer on the Southern Coast route, and arrived in San Pedro in January, 1851. The clipper brigs, Fremont and Malekadel, had been making regular trips between San Pedro and San Francisco during the year 1850. The Ohio belonged to a New Orleans Company, but was subsequently bought by John T. Wright. The steamer Southerner, of same tonnage as the Ohio, the Sea Bird, 600 tons register, and Isthmus, of 500 tons, and each of about 100 tons freight capacity, were placed upon the route soon after, and made trips to and from San Pedro about every twenty days. During the year, the Goliah, of about 600 tons register, was added to the line, and the Ohio was hauled off.

Semi-monthly trips to San Pedro, and monthly to San Diego, were made regularly. The price of passage, in the cabin, between San Pedro and San Francisco, in the earliest steamship days, was fifty-five dollars, and the bill of fare embraced only salt beef, hard-bread, potatoes, and coffee without milk or sugar. What the diet of the steerage passengers was I do not know and cannot imagine. Freight was twenty-five

dollars per ton. This was under the administration of Mr. J. T. Wright. The trip occupied four days, and the ports of call were Monterey, San Luis Obispo, and Santa Barbara.

There were no wharves or lighters on the route at that time, nor until years later, and passengers and freight were landed in the steamer's boats. In 1854, the steamer *America*, of 1,000 tons register, was substituted for the *Sea Bird* and *Goliah*, and as long as she ran—but a few months, however—was the favorite steamer, and carried most of the passengers. She was taken off the route to make a trip north with a lot of troops, and was burned.

The California Steam Navigation Company bought the route of Wright in 1856, and ran it until 1867, when they sold out to the North Pacific Transportation Company. The fare had been reduced to twenty-five dollars, and freight to fifteen dollars per ton; and in 1861 the steamer *Comet* had been placed upon the Wilmington Creek to carry passengers and freight between the anchorage at San Pedro and the Town of Wilmington.

Until the completion of the railroad connecting Los Angeles and Wilmington, in 1869, steamer passengers were carried between Los Angeles and San Pedro in stages, and freight by teams. The stage fare was at first ten dollars, then seven dollars and fifty cents, and was finally reduced to five dollars. Opposition, at various times, brought it down to one dollar, but the lowest regular rate was five dollars. Freight was ten dollars per ton.

The Northern Pacific Transportation Company sold to the Pacific Mail Steamship Company, in August, 1872, and by this time the fare had been reduced to fifteen dollars, and freight to five dollars. The Pacific Mail Company made improvements in the service by giving increased facilities rather than by reduction in rates. The steamer *Costa Rica*, a 1900 ton propeller,

belonging to their Panama Line, called at San Pedro for New York freight on the 20th of September, 1872, the first Panama steamer that did call. She received 267 packages of wine, wool and hides, weighing thirty-three tons, and was followed by the Arizona, September 29th, which received six packages of New York freight. The calls of the Panama steamers then ceased; but the company continued to give through bills of lading to New York at same rates, and during the succeeding twelve months carried 541 tons of New York consignments from San Pedro. Occasional calls for accumulations of New York freight are now made by that line. On January 6th 1875, the Pacific Mail Steamship Company withdrew from the Southern California route, in favor of the Goodall, Nelson & Perkins Steamship Company, the present carriers, who have increased the service, reduced the price of cabin passage to twelve dollars, and have made many important reductions in the freight tariff, fixing the rate on grain, the principal article of export of the county, at \$2.50 per ton, or one dollar less than is asked by sailing vessels from ports farther north. The rates for both passenger and freight between San Francisco and Los Angeles now compare very favorably with rates on the Atlantic coast, where the cost of maintaining ocean steamship service is very much less than here, owing to the great difference in the cost and quality of coal and the very material difference in almost all other expenses, particularly in "Mate's Stores" and in dockage. The Goodall, Nelson & Perkins Steamship Company have a fleet of fourteen ocean steamers, of an aggregate tonnage of 9,687, and a freight capacity of 8,050 tons.

These steamers, if constantly employed upon the routes to which they now belong, allowing one of the largest to be laid up the entire time, and allowing for the usual lengths of passages and number of days in port, are capable of moving 509,800 tons measure-

ment of through cargo in a year. The actual amount of freight, not lumber, carried to and from the ports mentioned in the table herewith, the principal ports on the Southern California coast, in the year 1875, was 98,842 tons weight, and a very considerable portion of this amount of general merchandise, as well as all the lumber, and 12,941 tons of railroad material, was carried by sailing vessels.

The aggregate passenger capacity of the passenger steamers of the fleet, on the same basis, with one large steamer laid up as a spare ship, &c., &c., is 106,020 adults in the year, and the number of through passengers carried in 1875 to and from all ports named in the table referred to, is 38,064.

During the year 1875, and soon after the Goodall, Nelson & Perkins Steamship Company relieved their predecessors in the service, the shipments of base bullion, which had formed a very important item in our exports, amounting to 4,826,741 pounds in 1873, and about the same in several previous years, and which in the year 1874 had increased to 10,580,721 pounds, ceased entirely.

The extension of the Southern Pacific Railroad from San Francisco towards Tehachapi, caused in that year, 1875, a diversion of this trade of Inyo County from its original channel by way of Los Angeles, to the route now pursued, by way of the Tehachapi Pass, Bakersfield and the Southern Pacific Railroad.

The loss of the trade of Cerro Gordo and Lone Pine, Inyo County, was greatly dreaded in anticipation by the Los Angeles merchants, and very plainly felt in reality by the steamship company; but the extension of our railroads into the interior, and the great increase in our population, have so enlarged our local trade that the Los Angeles merchants now do a more extensive business than ever.

On the 24th day of June, 1875, the first steamer called at Santa Monica, a well sheltered roadstead,

sixteen miles from Los Angeles, on a direct route to San Francisco, and a location possessing many advantages in point of climate, etc., etc., and offering great natural attractions as a watering place.

Although the Kalorama, the pioneer steamer at this port, called as above stated, the railroad connecting the newly constructed wharf at Santa Monica with the city of Los Angeles was not completed and opened for business until December 1st, 1875, and the table following, of imports and exports for the year 1875, gives the movements at that point for one month only.

ACKNOWLEDGMENTS.

For interesting information of the early history of Los Angeles I am indebted to Mr. Stephen C. Foster, the first Mayor of the city and the Alcalde from 1849 to 1853; to Captains Hillard, of San Luis Obispo, Haley, of Los Angeles, and Thorn of the Mohongo, now on the route, commanders of some of the first steamers on this coast, and to Judge Hartman, a survivor of one of those protracted passages and the liberal fare under the Wright regime, for items concerning the service at that time, and officers of the Southern Pacific Railroad Company; and for valuable statistical information, I have to thank the Honorable M. Morenhout, French Consul at this place.

**Statement of number of Arrivals and the amount
of Tonnage moved at San Pedro Anchorage
from 1855 to 1875, inclusive.**

YEAR.	NO. OF ARRIVALS.		IMPORTS.	EXPORTS.
	Steamers.	Sailing Ves.	TONS.	TONS.
1855.....	26	33	2,465	3,849
1856.....	24	46	3,422	3,959
1857.....	23	51	3,515	3,111
1858.....	29	40	3,615	2,970
1859.....	30	54	10,036	4,210
1860.....	28	39	8,640	3,925
1861.....	31	56	9,410	4,612
1862.....	53	41	15,318	4,350
1863.....	42	58	13,519	3,961
1864.....	38	51	12,819	2,989
1865.....	44	57	14,641	5,002
1866.....	61	59	15,628	5,648
1867.....	56	82	16,616	6,294
1868.....	83	59	17,604	6,941
1869.....	88	52	18,246	6,868
1870.....	147	56	20,855	7,050
1871.....	178	70	34,766	9,396
1872.....	147	57	27,321	10,489
1873.....	159	80	41,398	12,240
1874.....	220	52	67,384	18,056
1875.....	273	153	80,548	14,841

The principal articles of import and export for the year 1875, will be found in the following statement showing the business of the principal ports on the Southern California Coast, for that year, as near as could be ascertained.

The large excess of importations in 1871, over the preceding and following years is explained by the fact that there were 10,942,912 feet of assorted lumber

imported in that year; to 5,860,005 feet in 1870, and 7,554,451 feet in 1872.

The extension of our Railroad system accounts for the greatly increased importations in the years 1873, '74 and '75. Railroad material and supplies formed forty-one per cent. of all the imports in the first named year, thirty-six per cent. in 1874 and thirty-five per cent. in 1875.

CHAPTER IV.

COUNTY SKETCHES.

Having presented my readers with an outline of our geographical position and our facilities for transportation by land and water, I now present them with the series of County Sketches heretofore alluded to. The result of personal observation, they can be relied on as presenting the outlines of a growth which in any other country than this would be considered phenomenal. Nothing is overdrawn; on the contrary, the half has not been told. The original sketches, published in the LOS ANGELES DAILY STAR, in December, 1875, will be separated from the reports for the six months ending June 30th, 1876, by a simple dash rule. The series commences with the extreme southwestern settlement in the county:

No. 1.---San Juan Capistrano.

This out of the way place, situated in the extreme southwestern portion of Los Angeles County, is at present, to say the least of it, a spot which has hardly been reached by the march of improvement; that is to say, it presents none, or at any rate very few, of those indications of rush and bustle and rapid growth which mark its more wide-awake neighbors of Tustin City, Santa Ana, Richland, and other places. Nevertheless, it has a future before it, and a very few years will see it the centre of an active and thrifty population. Its location is a very desirable one. It lies in the very centre of a beautiful and fertile valley, running due north and south, and the loveliest glimpse of the ocean I have ever had in Los Angeles County is obtained from the eminence on which the old Mission Church was built, whence, looking south through a valley, say a mile wide, framed on either side by emerald hills, the broad Pacific gleams like a mirror at mid-day, and glows like a floor of burnished gold at sunset. Disputed land titles have kept the place in abeyance for

years, but recently the town site, of 560 acres, has been purchased of the Government by County Judge O'Melveny, and owners of lots are receiving, or shortly will receive, their deeds therefor. The town site is surrounded by about twenty sections of public domain, which recent surveys have demonstrated did not fall within the boundaries of any of the numerous Spanish grants. All of this land has been taken up by actual settlers, either for agricultural or pasturage purposes. Only a small portion of this large area, comparatively speaking, has been placed under cultivation. Such as has been, however, leaves nothing to be desired in the way of fertility or productiveness. These Government lands are in turn surrounded by the Rancho Boca de la Playa on the south, 7,000 acres, owned by Don Pablo Pryor; Rancho Niguil on the west, 12,000 acres, owned by C. B. Ross and J. E. Bacon, and Rancho Mission Viejo on the east, 46,000 acres, owned by the estate of F. L. A. Pioche. These ranches comprise lands which are classed by the United States Government surveyors as first-class pasturage lands, and are used wholly for that purpose. They include, of course, a great deal of fine agricultural land, which, in the course of time, will doubtless be applied to its legitimate uses. Barley and wheat do excellently well on such lands as have been cultivated. Peaches and apples, also walnut and orange trees, planted within the past two years, promise well. The old Mission olive orchard, thirty acres in extent, bears abundantly. The vine does well. No flowing artesian well has been struck as yet. Mr. S. R. Congdon, who has one of the prettiest places in the valley, sank a four-inch bore sixty feet, but struck a rock which impeded further progress. The water, however, rose within two feet of the surface, and a three-inch wind mill pump, working night and day, never lowers it more than two feet. The Mission Viejo Creek furnishes a large supply of water for irrigating purposes.

There are from twelve to fifteen farms, ranging from forty to one hundred and sixty acres each, in cultivation in this vicinity, although there are a great many smaller tracts cultivated by the native population. Very little land in the vicinity is offered for sale, although I hear of one or two tracts which can be purchased with improvements at thirty dollars per acre. The most noticeable and gratifying feature of the town is the school house, a very substantial and well constructed and handsome edifice, about 40x30. On either side of the front is an ante-room, one for the boys and the other for the girls, leaving a handsome recess for the teacher's desk, large enough for a stage for a school comedy or a series of tableaux vivants. This model school house boasts as nice a set of patent school furniture as I have seen in the county, a handsome set of maps and charts, and a globe which cost seventy dollars. The Trustees, Messrs S. E. Bacon, Richard Egan, and J. R. Congdon, deserve great credit for building this sure index and prophecy of better things for the Sleepy Hollow of Los Angeles County. The teacher is Mr. W. Williams. The average attendance is from forty to fifty. The school lot embraces about five acres, and the lumber is on the ground to fence the entire tract in good shape, when it will be planted in blue gum, olive, Monterey cypress, and other ornamental trees.

The voting precinct is about 30x18 miles in extent, and the vote ranges from seventy to eighty. The population, including men, women, and children, many of whom are Indians, is estimated at 700. There are 306 souls in the town site proper. The business houses of the place are as follows: One hotel, S. W. Iler proprietor; three stores; H. Charles, M. Mendelsohn, and B. Saberots, proprietors; two blacksmiths, F. Riverin, Robert Fuller; one livery stable, Dolores Garcia; a telegraph office, Richard Egan, operator, and three saloons.

The embarcadero at the mouth of the valley, it is claimed, is as good as Anaheim Landing. It was used

for years by the early Mission Fathers for the shipment of hides and tallow in immense quantities. Within the past seven years nine vessels have discharged lumber at the embarcadero, amounting to 1,350,000 feet.

Within a radius of ten miles between 50,000 to 60,000 sheep are pastured the year round. Take it altogether, the outlook for San Juan Capistrano is encouraging, and when the railroad pushes down this way, as it surely will, a beautiful and thriving town will spring up upon this, one of the prettiest sites for a town in the whole county. The old Mission Church, presided over by Padre Mut, is an object of great interest, and I may make it the subject of a separate communication. In the series of which this is the first, I am supposed to deal in dry facts and solemn statistics.

The growth of this remote settlement, isolated as it is, presents no new features for the past six months.

No. 2.---Tustin City.

When I passed this way a year ago, Mother Earth was wearing her russet mantle. She had not then donned the emerald mantle which is the gift of the early rains. I thought then that Tustin City, a tract of land about two miles square, embowered as it is in a forest of stately sycamores, was an attractive spot. Seen at present, it is really charming. The volunteer grain and native grasses, the foliage of the sycamores, only partly touched by the reluctant hand of the changing seasons, and the numerous really elegant cottages which have been built up within the past year, make the place worthy of more than a passing notice. Among those who have purchased land and built pleasant homes here I met my old friend Eben Hilton, Esq., formerly President of the Vallejo Bank, who,

after a two years sojourn in San Bernardino, concluded that this section offered decided advantages to the invalid, and removed here. He tells me that he has received decided benefit from the climate and considers it superior to any he has yet tried in search of relief for his malady. Mr. Tustin, the founder of this cosy little neighborhood, started out with 2,000 acres. He has sold during the past year from forty to fifty farms, of from ten to twenty acres each, at rates ranging from fifty to seventy-five dollars per acre. About fifty new houses have been built, among them a fine two-story building 24x60 feet, erected by Mr. Tustin, at a cost of over \$4,000. The upper story is to be used as a hall for public meetings, exhibitions, etc. Mr. Tustin also contemplates the erection of a fine hotel at an early day. But 300 acres of the original 2,000 remain unsold. This is held at from fifty to seventy-five dollars per acre. Improved lands sell readily at \$100 per acre. Last year quotations were as follows: Unimproved land, twenty to fifty dollars; improved, fifty to seventy dollars.

The school house is a very neat structure. No church has been built yet, but measures are being taken to erect one. The main avenue of the settlement will be a very handsome one when the blue gums, with which it is planted, have attained two or three years growth. The business places are the hotel, store, and Postoffice, kept by M. L. Utt; blacksmith shop, by Mr. Freeman; and the new store, above alluded to, in which Mr. H. Somerfield is putting in a fine stock of goods. There is an artesian well in town of 175 feet depth. Mr. Ritchie has another near by 226 feet deep, with a splendid flow from a seven-inch pipe, and Irvine, Flint & Co., another within a mile or two of the settlement, 280 feet deep. Well water, for household use, is obtained at an average depth of thirty-five feet. Irrigating facilities from the Santa Ana River are good. Rye forty bushels, corn and barley sixty bushels to the acre are staple crops. Castor beans and tobacco

are also raised extensively. Fifty thousand dollars is a very small estimate of the tangible increase of wealth of this small settlement during the past year. It must inevitably become one of the most attractive localities in the county. Fruit trees of all descriptions have been and are being planted by the thousand.

Six small tracts, of from five to ten acres, sold at from \$50 to \$100 per acre. Ten new houses built, costing from \$400 to \$1,400 each; total, \$7,400. Livery stable, costing \$1,000. Large numbers of trees planted, as also raisin grapes. Crops equal to best average. Occasional, but unfrequent frosts; never severe enough to damage growing or matured crops. The settlement is a model of beauty and thrift.

No. 3.---San Joaquin Ranch.

I learned at Santa Ana, just as I was about starting over to call on Mr. French, the manager of this splendid tract of land, with a view to a careful report of its character and surroundings, that that gentleman had been lying seriously ill with typhoid fever for some time. I was informed, however, by the gentleman who made the recent surveys of those portions of the ranch which had been put in market, that sixty-four lots of forty acres each, selected from the best portion of the ranch, were now being offered at seventy-five dollars per acre, several of which lots have already been sold; and that it is the intention of the owners of this fine property to keep portions of the ranch in the market, and as fast as one subdivision is disposed of to make others. It is only necessary to say that the San Joaquin equals any of the surrounding country in fertility.

Owing to pending negotiations for the sale of this property for colonization purposes, these lands, I am informed, are not at present in the market. Eventually they must become the seat of a large and prosperous community.

No. 4.---Santa Ana.

When I rode through Santa Ana the other night, and got out of the stage and looked around me, by moonlight, I could hardly believe I was in the straggling village which I visited just one year ago. Then it consisted of half a dozen dilapidated looking houses, more or less. There were two small stores, a blacksmith shop, and a few other adjuncts of a cross-roads town. To-day it boasts of a handsomely built up street, the main one, and two or three cross streets. A directory of its business houses, however, will give a better idea of its growth than anything else. There are four general merchandise stores: W. H. Spurgeon, carrying a stock of from \$8,000 to \$10,000; L. Gilmacher, J. T. Harlan, and H. Somerfield; two hotels, the Santa Ana, kept by Curtis & Co., a good table, with a nice napkin at every plate, altogether a pleasant place to stop at; and another kept by Mr. Daniel Faulkner, and a restaurant kept by Jno. Rudisell; blacksmith and wheelwright shop, J. W. Low; two blacksmith shops, W. G. Hubbard and Mr. Bowman; livery stable, J. G. Hickey; two drug stores, Dr. Cunningham and Dr. R. Cummins; butcher shop, John Dawson; saddlery, J. J. Hines; millinery and dress-making, Mrs. Cunningham; barber shop, P. Watson, and three saloons. The Postoffice, Wells, Fargo & Co.'s agency, and the Coast Line Stage agency, are kept by Mr. Spurgeon, who occupies a handsome two-story rustic frame building, about thirty by sixty feet, with a wing twenty by twenty, to be enlarged. The main building cost \$4,000. The upper story is occupied by flourish-

ing lodges of Masons, Odd Fellows, and Good Templars, who have a very handsomely furnished hall, twenty-six by forty-eight feet. Mr. Spurgeon has erected a tank with a capacity of 2,500 gallons, near his fine building, which is supplied with hose throughout to use in case of fire. The tank is supplied by a thirty-foot Halliday wind mill, which Mr. Spurgeon speaks of as working to a charm. In addition to other improvements which have been made in town, I note the residence of Mr. S. Andrews, costing \$4,000; that of Mr. J. H. Fruit, \$5,000, and that of Mr. W. Palmer, \$4,500. The school houses remains as they were last year, but the following note, which I clip from the Anaheim Gazette of the 5th inst., shows the movements in the direction of furnishing increased facilities for the rapidly increasing population of the town and vicinity. The Santa Ana correspondent of the Gazette says: "We were shown, a short time ago, a draft or plan for a new school house for Santa Ana, the dimensions of which would be commensurate with the wants of the district. The estimated cost of it and the furniture is \$5,000. The proposition is to move the present building to the southern end of the district, and erect the new building in town. The arrangement will remove the cause the people of the 'South End' had for voting down the former proposed tax, and ought to enlist them warmly in favor of the present plan, as none deny the insufficiency of our present school buildings."

Mr. Spurgeon informed me that the new building is to be 32x60, and two stories high. No church has been built as yet, but the Baptists have the lumber on the ground for a \$2,500 edifice, and the Methodist North and South have joined forces and are about to erect a similar edifice. So much for the town proper. The settlement is about five miles square, the soil ranging from light adobe to sandy loam. There are about twenty artesian wells, ten of which have been sunk during the past twelve months. Their depth

ranges from 40 to 290 feet. There has never been a failure to procure water where an attempt has been made. Well water is obtained at a depth of from eight to twenty feet. The irrigating facilities, by means of ditches from the Santa Ana River, are first-class. About forty new farms have been opened during the past season, and from thirty to forty new houses erected. Rye forty, barley fifty, corn eighty bushels to the acre are crops to be relied on. I quote from my notes last year: "Unimproved lands, ten to forty dollars per acre; improved lands, thirty to sixty dollars per acre." (See WEEKLY STAR, Jan. 5, 1874). Mr. Spurgeon gives me the following quotations for this year as absolutely correct: Unimproved lands, sixty dollars per acre; improved, eighty to one hundred dollars per acre. A very clear case of more than doubling up. Progress in the true sense of the word. Mr. Palmer, who owns a handsome tract half a mile from town, is selling his lands readily at \$100 per acre, just as nature left them. Everything around Santa Ana gives signs of thrift and prosperity. The people are beautifying and adorning their places with forest and fruit trees and flowers, and building nice houses. If anybody wants to get an intelligent idea of the immense capabilities of Los Angeles County, let him come to Santa Ana and see what has been done in six years. For that is the age of this, one of the most flourishing and prosperous settlements in this or any other county.

The closest estimate gives thirty new farmers in the settlement who have purchased tracts ranging from ten to sixty acres each; probably half of which have been cut off from larger tracts heretofore cultivated. Prices paid ranged from forty to seventy-five dollars per acre for unimproved lands, and from seventy-five to one hundred and fifty dollars per acre for improved. Two churches—Methodist costing about \$2,000, and Baptist about \$3,000—are nearly com-

pleted. A very handsome public school building, to cost about \$5,000 when fully completed, is a great ornament to the town. Twenty-four new dwelling houses have been completed, ranging from \$300 to \$2,000 each in cost. The lumber has been ordered for a young ladies' seminary, under control of Prof. Mason; and Prof. Worrel is about to erect a boys' academy. Crops, of all kinds, good average. A weekly newspaper, the Santa Ana Valley News, has been established, and is well patronized; Knap. Donovan proprietor. Business of all kinds flourishing. No complaint. Frosts occur in January, and sometimes in February, but no serious injury has ever been done to the crops of any description.

No. 5.---McFadden's.

The 2,000 acres of land directly south of Santa Ana, which I spoke of in my last year's report as having been segregated by the McFadden Bros., and offered for sale at from ten to thirty dollars an acre, has almost all been disposed of, and when any of it changes hands now it is at from thirty to seventy-five dollars per acre. Before giving any statistics let me remark that one gentleman bought 400 acres of the above named tract at ten dollars less than a year ago. He subdivided it, and during the past year has cleared \$10,000 on or off the tract. This is an actual fact. As for the statistics, from thirty to forty new farms, of from forty to eighty acres, have been opened on the tract; twenty-five new houses have been built, and fifteen artesian wells, ranging from fifty to two hundred and sixty feet in depth, have been sunk on the said tract of 2,000 acres within the past twelve months. I learned these facts from one of the Messrs. McFadden, in a brief interview I had with him in Santa Ana. They are more suggestive than any comments I could make.

Any reader of the STAR can compute the value of the taxable property created by the opening of these farms, the building of these houses, and the digging of these artesian wells, for himself.

I called on Mr. McFadden, proprietor of this fine tract of land, who informed me that the principal improvements during the past six months had consisted in fencing, when necessary, sinking artesian wells, and erecting the necessary out-houses, etc. A subsequent ride with that gentleman through the settlement, revealed a flourishing state of affairs.

No. 6.---Newport.

Newport is the name of the shipping point, which it is claimed will monopolize all the business east of the Santa Ana River, and south of Orange. Here let me repeat a statement made to me at Santa Ana. It was that within a radius of six miles, taking that town as a centre, two hundred thousand (200,000) bushels of corn were raised during the past season. Mr. McFadden informed me that two schooners have been running regularly in the Newport trade since last August, and the steamer Newport since last November. Hereafter the steamer will make two trips a month regularly, carrying 300 tons each trip. A large and excellently arranged warehouse has been built at Newport, with shutes for receiving grain and other freights from the wagons, and also for delivering it direct to the vessels from the warehouse. The services of only three men are required in handling all the freight sent and received through the warehouse, so complete are all the arrangements. The limited time at my disposal prevented me from visiting the new harbor, but I have satisfactory assurance that the conveniences claimed

for Newport actually exist. The people of the section of country most particularly interested, are loud in their praises of the facilities afforded by their local shipping. It must inevitably grow in importance with the rapid growth of the country back of it, a growth which is simply marvelous, and, withal, only in its infancy.

Since last December, the steamer Newport has made about ten trips. Mr. McFadden has furnished the following table of exports and imports, which speaks for itself:

Exports from Newport from Jan. 1, 1876, to June 30, 1876.

	POUNDS.	SACKS.	TONS.	Miscellaneous.
Corn	2,387,080	19,809	1,193 $\frac{1}{2}$	.....
Barley	796,900	7,969	398	.....
Wheat	38,350	295	19	.....
Beans	23,580	393	11 $\frac{2}{3}$	.....
Wool .....	.....	506	94	.....
Potatoes .....	.....	.....	30	.....
Bacon	27,000	.....	13 $\frac{1}{2}$	.....
Honey	9,520	.....	4 $\frac{1}{5}$	.....
Eggs, case. / .....	.....	.....	.....	10
No Hides .....	.....	.....	.....	192
No. Sheep .....	.....	.....	.....	2,572
No. Cattle .....	.....	.....	.....	89

The above does not properly represent the exports from this harbor. The wheat, barley, and potatoes will nearly all be sent between June 30th and December 30th. We expect this Fall to ship 15,000 sacks of

barley for one party alone, and 4,000 sacks of potatoes for another. We will ship more than double the amount of barley, and four times as much wheat, during the months of July and August, than for the last six months.

The imports, for the same length of time: Lumber, 741,933 feet; merchandise, 293 tons.

No. 7.---Orange, or Richland.

If you and your readers remember what I wrote about Orange last year, you have not forgotten that I grew quite enthusiastic over the beauty of its location, and its well assured promise of future growth. My visit on this trip only served to renew and deepen my first impressions. The settlement is about four miles square, sloping gradually from its eastern limits to the Santa Ana River. It will, in a very few years, be one immense orchard of fruits of all descriptions, semi-tropical and other. One item about Orange: Mr. Hayward started a nursery there about four years ago with a capital consisting of ten acres of virgin soil and any amount of energy and industry. His nursery is to-day as pretty a sight as one would wish to see, and he has refused \$10,000 for a half interest in his beautiful and productive property. This establishment is in the heart of the settlement. I had no time to visit the handsome places of Rev. Mr. Messenger, and of another gentlemen by the name of Huntington, some two miles further east, although urged to do so by the citizens of Orange, who are justly proud of the developments achieved by them, which are a standard prophecy of the future of the entire valley. As for generalities, suffice it to say that all kinds of fruits seem to find a natural home in this rich province of the empire of Los Angeles. I am indebted to Mr. Parker, of the real estate firm of Lockhart Bros. & Parker, for the

following statistics: Over one hundred new farms opened in Orange in 1875. Fifty odd houses built, ranging from \$300 to \$3,500; a primary school building erected, costing \$500; a Methodist Church building, a very neat and tasteful edifice, erected, costing \$2,000. As to the price of land, I quote from my last year's report: Unimproved lands average forty dollars per acre; improved, average seventy-five to one hundred dollars: Mr. Parker gives me the following as the present prices: Unimproved lands, \$75 to \$100; improved, \$100 to \$300. It is an undeniable fact that a great deal of land is changing hands at \$150 per acre. A handsome hotel building, of concrete, has been erected.

There are two general merchandise stores, kept by J. W. Anderson & Co., and R. Crowder & Co.; stationery and book store, J. C. Edwards; two blacksmiths, C. M. Marshall and J. A. Shrode; Dimmich & Curtis, house builders; drug store and notions, Andrus & Parker; livery stable, Neil & Co.; real estate office, Lockhart Bros. & Parker; cabinet shop, Mr. Straw; butcher shop, Mr. Howe.

About one thousand acres of the original tract remain unsold. I was informed, during my brief stay at Orange, that Rev. Mr. Messenger had commenced the settlement of a colony on a tract of 500 acres immediately east of Orange, and that several families had already taken possession of their future homes. To conclude about Orange: It has kept even pace with its rapidly growing neighbors. When I visited this section in the Spring of 1874, and "wrote it up," I was told, on my return to Los Angeles, by a gentleman who had lived for years in Los Angeles, that I was an enthusiast, and a visionary; when I gave them facts and figures last January, they said there might be something in it, that possibly they were mistaken. Let them come down here and take a look for them-

selves, and, like Colonel Sellers, everyone will be ready to exclaim, "There's millions in it." There's no such country out of doors as Los Angeles County.

Number of new farms opened, eighteen; ranging from five to eighty acres each; total acres, 445; average price paid, sixty dollars per acre. Of the above, one hundred acres planted in Muscat of Alexandria vines; fourteen new houses built, ranging in cost from \$250 to \$1,800; total, \$9,400. New school house built, costing, with furniture, \$700. Large numbers of fruit, shade, and ornamental trees planted. Grain crop, average good; principally barley and corn, some wheat and rye. One wind mill erected, five in course of erection. Water supply abundant. Present prices of land: Unimproved, \$30 to \$65; improved, \$100 to \$500. Water works for use of town-site being erected.

No. 8.---Fair Haven.

This is a settlement on the colonial plan, founded by the Rev. H. H. Messenger, an Episcopalian Clergyman.

Rev. Mr. Messenger informs me that but four houses have been built at Fair Haven so far. Good well water has been obtained at a depth of sixty-five feet. The Semi-Tropical Water Company's ditch runs above the tract which is claimed to be absolutely free from frost. A considerable number of orange and lime trees have been planted, and large numbers of white Muscat grape vines. Mr. Messenger has 200 Florida banana stocks on the land, which promise well. Early additions to the colony are expected.

No. 9.---Gospel Swamp.

I gave last year a detailed account of this region of miraculous cornfields and heavy weighted swine. While in Santa Ana I learned from a resident of that little two-mile square settlement, where land was held last year at from \$80 to \$100 per acre, and everybody's corn-bins were bursting with their crops of 75 to 125 bushels per acre, that matters and things are going on as usual, except that land has risen in value, and there had been numerous subdivisions of the large tracts which have been sold at high rates to the new-comers. Gospel Swamp is one of the places where the inhabitants take things easy, sure of a crop, rain or no rain, and which can be relied upon to keep pace with the most rapid progress of its neighbors. Gospel Swamp is likely to have some go-ahead neighboring settlements during the coming year, as witness the following, which I quote from a recent number of the Anaheim Gazette. A correspondent of that paper says:

“General Banning informs us that he has perfected arrangements to complete a survey of his ranch, between here and Newport Harbor. He proposes to divide it up into lots, in size to suit purchasers. He holds it at thirty dollars per acre, requires one-fourth cash down, and one-fourth in each succeeding year until paid, with interest at eight per cent. per annum. Mr. G. Allen, who joins him on the east, has already divided his land into small lots, and sells at the same figure. Mr. H. C. Berry, recently from the East, has bought 1,000 acres from Mr. Allen, which includes the famous artesian well, reputed to be the largest in the county. He proposes to put his purchase under a high state of cultivation, as fast as time and circumstances will admit. These large bodies of land being thrown upon the market at this time, will cause an unprecedented influx of actual settlers, and cause the country to be settled up rapidly.”

A ride through Gospel Swamp, the name of which has been changed to Newport District, revealed such a succession of singularly prolific corn fields, potato patches, and other products, as made comment unnecessary. Almost every farm has its artesian well. In one corner of the tract is a willow grove. On the 4th of July, 1876, over two thousand people, from the neighboring settlements, assembled to celebrate the day. Six years ago there was, in the territory embraced in the nine above named settlements, Newport District included, just forty-one, all told, men, women, and children, to do honor to the day. Three years ago there were no shipments from Newport. Now a portion of the produce of this section of the county south of Santa Ana River, finds an outlet there at the rate of over three hundred tons a month. Besides the above enumerated settlements, extensive improvements have been made on the Banning tract. Some very fine artesian wells have been sunk, and excellent crops of wheat and barley harvested. A number of flourishing corn crops are also growing on the tract.

No. 10.---Anaheim.

Anaheim the beautiful, for with its vines and orchards and rose embowered homes it well deserves the title, has well kept, during the past year, its promise of steady, healthy, prosperous growth and improvement. It requires something more than a cursory glance upon the part of one who is tolerably familiar with its surroundings to comprehend its progress since last December. In an architectural point of view, the three most noticeable features of the town are Odd Fellows' Block, Kroeger's new two story brick, with a handsome one story addition, and Langenberger's fine two story block. The former cost \$10,000, the second, with the addition, \$13,000, the latter \$10,000. These are the approximate values, very

nearly if not quite correct. Among the improvements contemplated is a fine hotel to be built on the joint stock plan, at a cost of \$40,000, and an addition to the Planters', at a cost of \$17,000. Messrs. Hammel & Denker also contemplate the early erection of a brick block 130 feet front. Both are needed and both will unquestionably be built during the coming year. Since my last visit, gas works have been erected, and the hotels and stores are now lighted with that pleasant and cheerful illuminator, a very decided advantage over the kerosene lamps which were formerly relied upon. As I have intimated above, one cannot see at a glance the improvements which have been made during the past year. But I am reliably informed that at least fifty dwelling houses have been erected during the past year at costs ranging from \$800 to \$4,000. The greater number of these are built in modern style, with modern conveniences, and are of handsome and ornate exteriors, lending a charm to these rural surroundings, which in turn enhance their architectural beauties. The borders of the town site have not been enlarged, but are fixed as last year, at 3,200 acres. A number of the vineyards have been surveyed and subdivided into town lots, which are selling rapidly, and are held at from \$175 to \$500. Improved land, within the town limits, cannot be had for less than \$100 per acre; unimproved is held at from forty dollars per acre upwards.

The completion of the Southern Pacific Railroad to this point has given a very marked and favorable impetus to business of all kinds, has largely increased the travel of all sorts, and has especially had the effect of taxing the present hotel capacities to the utmost. The depot, an exceedingly handsome and commodious structure, is located about a mile from town, and presents a busy scene on the arrival and departure of the several trains. The track is graded about eight miles southwardly; a very substantial bridge, constructed across the Santa Ana, \$20,000 of the cost of which

was contributed by the county—the bridge being intended to serve wagon as well as railroad travel. The people of Anaheim are great friends of the Southern Pacific Railroad, and regard it as their friend. The Anaheim agent, Mr. Wm. Tyler, seems to be the right man in the right place, and is deservedly popular with all classes. The Coast Line Stage Company, Mr. A. G. Smith, agent, have their headquarters at the office of Wells, Fargo & Co., Langenberger's block, and through their very courteous agent, exert themselves to make passengers for San Juan, Los Flores, San Luis Rey, San Diego, and other southern towns, as comfortable as possible. The Planters' Hotel, Messrs. Heiman & St. John, proprietors, and the Anaheim Hotel, kept by R. J. Wolf, are the leading hostelries of the place.

In nothing has Anaheim more noticeably improved, during the past year, than in the character of her places of business. Large, light, and airy storerooms have taken the place of the cramped up quarters formerly occupied by some of them, and the stocks of goods on hand, and the manner in which they are displayed, would do credit to a city of much larger dimensions and pretensions. As an index of the business growth of Anaheim, I present a list of the business houses: General merchandise stores, Heiman & George, Gaillard & Savin, D. & G. D. Plato, M. Kalisher & Co., P. Davis & Bro., Goodman & Rimpau; gent's furnishing goods, M. A. Mendelson; dry goods, Branch of City of Paris; stationery, etc., A. Langenberger; druggists, H. Blanken, W. M. Higgins; tinsmith, Jos. Benner-scheidt, S. J. Low; livery stables, Gaddy & Lewis, N. H. Mitchell; paint shops, J. H. Gooch, J. C. Fish; blacksmiths and wagon makers, Wm. Crawther, administrator of Adam Hill, deceased; cigars and stationery, Max. Cohen, A. D. Beebe; tailors, M. A. Mendelson, M. Mendelson; shoemakers, D. Nagle, L. Gunther, Geo. Bauer; restaurants, A. C. Nixon, Antonio Romo; furniture dealers, F. & J. Backs, P. Davis & Bro.

The public schools, under the charge of Prof. Guinn and Miss Ada des Granges, are in a flourishing condition. The Catholics and Presbyterians have each comfortable houses of worship. The Episcopalians have about \$700 in bank—the nucleus of a building fund—which they hope to increase to \$1,000, when they will commence the erection of a house of worship. Several thousand lime, lemon, and orange trees have been planted in this vicinity during the past few years, and the town bids fair to become as famous in a few years for its fruits as it already is for its vineyards. The grape crop of the past year was hardly up to the average, and the amount of wine made fell short of that of the preceding season.

The real progress of Anaheim, during the past year, finds its record in the number of handsome residences erected, the increase in the number of its business houses, its railroad connection with the world beyond, and, perhaps, more than all, in the vast increase of settlements in the surrounding neighborhoods, of which the citizens of Anaheim speak with glowing and pardonable pride, and the beneficial effects of which they gratefully acknowledge, in increased and rapidly increasing trade in all branches. The whole County of Los Angeles has reason to congratulate itself upon the indications of thrift and prosperity which the beautiful Town of Anaheim shows. In concluding, I merely mention the fact that it is probable that as soon as Messrs. Hammel & Denker's new block is completed, one of the apartments will be occupied by a branch of the Commercial Bank of Los Angeles, negotiations to that effect being on foot, and the commercial necessities of the place demanding such an establishment.

The building up of the adjacent settlements of Santa Ana, Orange, Westminster, and others, has, to some extent, interfered with the outside trade of Anaheim, but the notes I obtained there show a healthy

and vigorous growth for the past six months. In the neighborhood of the depot a fine warehouse, costing \$1,500, has been built, and the Grangers are building another, to cost about the same; five new dwelling houses and a pleasure garden, with commodious buildings, have been erected. In the town proper, a bank building, costing \$5,000, and fifteen new dwellings, averaging \$1,200 each, have been built. A handsome Episcopal Church, to cost \$3,500, is well under way. A grist and planing mill is in active operation. An Alden fruit-dryer, with two elevators, to which it is expected to add four more, is in course of construction. Over 600,000 brick have been burned there this season. The receipts of one of the lumber yards, for the past two months, have footed up 1,250,000 feet, of which only 400,000 remain on hand; of another, 400,000 feet mostly sold. About \$45,000 have been expended on the ditch of the Cañon de Santa Ana Water Company. This will be referred to more fully in the article on irrigation. Since the settlement of the town, frosts have occurred four times. In 1863 and 1874, serious injury was done to the vineyards, but it is believed that very early or very late pruning will obviate any danger in this direction. See article on climate.

No 11.---Westminster.

Probably no settlement in Los Angeles County is more familiar to the public, or has attracted more general attention by reason of its remarkable success, than Westminster. Founded in 1871, by Rev. L. P. Weber, since deceased, its area originally consisted of about 6,000 acres, which have been increased by a subsequent purchase to about 10,000 acres, of which only about 1,000 remain unsold. Some of this can be purchased at \$15 per acre, but it is of poor quality; the remainder is held at the schedule price, \$30 per acre. The colony was founded on strictly temperance principles,

the sale and manufacture of ardent spirits being prohibited and prevented by an agreement which all purchasers of lands in the tract are required to sign. Since the colony was organized, there has never been a lawsuit, they have no Justice of the Peace, and say they don't want any. I called on the Rev. Mr. Strong, the present Superintendent, to whom I am indebted for the following statistics:

The quotations of land prices remain unchanged from last year. Unimproved, \$15 to \$30; improved, \$35 to \$125. During the year 1875 twenty-five artesian wells have been sunk, ranging from seventy feet to two hundred and eleven feet in depth. Fine flowing wells have been obtained in every instance where the attempt has been made. The number of new farms opened in 1875 are as follows: Three of 160 acres each, six of eighty acres each, eight of forty acres each, three of twenty acres each; total, twenty. Twenty-three new houses have been built at costs ranging from \$500 to \$2,700 each, besides an addition to the school-house, costing \$1,000. A fine two-story building has been erected for the Westminster Co-Operative Store, the second story being used as a hall for public worship, and other meetings. It is claimed by the colonists that goods can be purchased at this store cheaper than anywhere else. That there is some foundation for this claim, may be inferred from the fact that a year ago my report showed, according to Mr. T. C. Hull, the Superintendent's statement, that the sales amounted to from \$1,000 to \$2,000 per month. His returns for the last quarter showed sales amounting to \$20,000. Large numbers of the citrons have been planted, and promise exceedingly well, although, of course, the settlement is too young to look for any returns. Westminster bids fair to become celebrated as a grape growing region, as witness the following, which is vouched for by Rev. Mr. Strong: Mr. Dansken sold (1,000) one thousand dollars worth of white Muscat grapes from four acres of vines two

years old last February. These grapes were of such superior quality that they were sent for from Anaheim, Santa Ana, Tustin City and other neighborhoods. All of the temperate zone fruits are in their element here. The general products of the soil are about the same as at my last report. I quote: "Corn averages eighty bushels (sixty to one hundred and twenty) per acre; rye, forty bushels; barley, one and a quarter tons per acre; potatoes, both Irish and sweet, yield enormously; beets, fifty to one hundred tons per acre. Vegetables of all kinds flourish splendidly." Last year's report showed seventy-four farms in the colony. With this year's additions there are ninety-four, and about seventy-five artesian wells. Put these things together and compute the value of Westminster as a factor in the general prosperity for yourselves. The business houses of the colony are as follows: Two stores, the Co-Operativa, Mr. T. C. Hull, Superintendent, and that of Messrs. Robb & Marquis, doing a very fine business, two blacksmith shops, F. H. Kief harber and T. D. Cutter; one wheelwright, Joseph Bingham; saddler, J. H. Fleming; cabinet and broom-maker, Addison Kell. The school, with, I am informed, an average attendance of ninety pupils, is in charge of Miss M. C. Kim. I think I have said enough about Westminster to give your readers an idea of the prosperous condition of this model colony, and its gratifying progress in the right direction. It is pleasant to ride through this settlement and witness the signs of thrift and good taste visible on every hand. What four years ago was a sheep range, with only here and there a stray willow to break the barren monotony, is now thick set with orchards and groves of gum, cypress, acacia and other ornamental forest trees. Westminster is particularly worthy of note.

I did not find Rev. Mr. Strong, President of the Colony, at home when I called. I have been accus-

tomed to look to him for statistics about Westminster, and left a note requesting him to forward advices, which he has kindly done, as follows: Number of new farms fenced since January, 1876, thirteen, including 500 acres; houses built, ten, ranging from \$100 to \$2,500; new artesian wells, twenty-six, from seventy to two hundred and twenty feet deep; estimate of number of trees and vines planted, say 7,500 trees and 75,000 Muscat vines, of which 10,000 are now over two years old and bearing. Estimate of yield is hard to make; they are all doing very well, and the grapes last year were of superior quality. The dairy interest has been so successful that the tendency in that direction is quite marked. Many of the farms admit of a combination of dairy stock, chickens and fruit, and so can combine all luxuries and take advantage of all markets.

No. 12---Garden Grove.

While Rev. Mr. Strong was kindly furnishing me with the items about Westminster, a quiet looking gentleman was turning over the pages of a book in another part of the room. He had been introduced to me as Mr. Cook, and supposing him to be one of the colonists, when I had got through interviewing Mr. Strong, I folded up my notes, and was about to say "Good day," when Mr. Cook asked me if I could not put in a word or two about Garden Grove. Now, as I had not even heard of such a place as Garden Grove, I did not exactly see what he was driving at, and so asked for an explanation. He gave it about as follows: "Garden Grove is a new settlement about two by four miles in extent between this settlement and Anaheim. It was commenced not more than six months ago. The land is about of the same character as that of Westminster. Already between forty and fifty farms have been opened, ranging from five to eighty acres each. A school-house has been built

costing \$800, and school is taught, with an average attendance of forty-five pupils. Twenty-eight dwelling houses have been built, cost ranging from \$200 to \$800. Twenty-five artesian wells have been sunk, ranging from ninety to one hundred and forty feet in depth. One hundred bushels of corn to the acre have been raised on the lands of the new settlement without irrigation, the land having been plowed only once, and the cultivator run through the corn but once. Mr. J. Chaffey, of Elgin, Illinois, is about to erect a cheese factory, and is already engaged in making contracts for the delivery of milk. A Methodist church is to be erected. The settlers are improving and adorning their homes with fruit and ornamental trees, and intend to be friendly rivals with their older neighbors in the matter of making the new settlement attractive and prosperous. Among the members of this new community is a maiden lady from Boston, who went out the other day, hunted up the corners of a twenty acre lot, purchased it, and proposes to farm it on her own responsibility." So much for Garden Grove. When I passed that way a year ago the shanty on my friend N. H. Mitchell's 160 acres was all that distinguished the whole tract from any other sheep range. But, I submit, that over forty new farms, twenty-eight new houses, an \$800 school-house, a cheese factory in embryo, and twenty-five artesian wells in six months, is doing quite well for Garden Grove. Mr. A. G. Cook, from whom I obtained the foregoing data, is a very intelligent and courteous gentleman, formerly of Washington Territory.

Operations in Garden Grove for the past six months have been confined principally to the improvement of the farms previously settled. Three new houses have been built, and six artesian wells dug. The crops of alfalfa, corn, beets, potatoes, etc., look remarkably well, and the settlers speak in high terms of their new homes.

No. 13.---Fountain Valley.

Laying to the south of Westminster, between it and the ocean, is a tract of some 30,000 acres, more or less, known to the claimants under a Spanish grant as Bolsas Chica, to the residents thereon as the Squatter's Country, or Fountain Valley. About one-half of it is willow land of inexhaustible fertility, the remainder mesa and bottom land. There are 146 farms, of 160 acres each, and five of eighty acres each, on this tract. It is claimed as Government land by the settlers, who are mostly men of families, and who have settled upon the tract within the past twelve months. They have built a school house without resort either to public funds or special tax. The school is kept by Miss Edith Smith, who was one of the successful applicants for a certificate at the last Teacher's Examination in Los Angeles. The school district is known as the Ocean View. Twenty sacks of barley to the acre has been raised in the settlement on land ploughed six weeks after the last rains in the Spring of 1875, and one hundred sacks of potatoes to the acre. The settlers are now engaged in a contest with the adverse claimants. The testimony in the case has been taken before the U. S. Surveyor General of this State, and has been, or soon will be, forwarded to Washington for a final decision. Knowing nothing of the merits of the case, I make no comments upon it. The 150 settlers upon the tract have demonstrated the fertility of the tract, and if the decision should prove adverse to them, they will no doubt be allowed to become purchasers, and prove a valuable addition to the working forces of the county.

I did not visit this settlement. The unsettled condition of the land titles leaves but little room for permanent growth. I learn, however, that a large area of land is seeded, and the crops good on an average.

No. 14.---The L. A. and S. B. Land Company.

The Los Angeles and San Bernardino Land Company, Col. W. R. Olden, agent, with headquarters in Anaheim, is one of the moving and creative forces. With immense bodies of the most fertile lands in the county at their disposal, they have added very materially to the growth and population of the county. Besides the lands of the Westminster Colony, 10,000 acres, and the lands of the Artesia Company, 2,500 acres, they have sold, during the past year, 3,680 acres of land, in various sized tracts, to sixty-four bona fide settlers, who represent, at a low estimate, a population of from 250 to 300 souls, who will contribute directly, by their labors, to the building up of all the material interests of this portion of the county. Sixty-four farmers, on such land as the company furnishes its customers, constitute an accession to the working forces of the community which is well worthy of a place in the record of the progress of Los Angeles County in the year 1875.

Colonel Olden, agent of the company, informed me that the sale of lands on the company's outlying tracts, for the past six months, amounted to 1,105 acres—one tract of 500 acres having been purchased for the purpose of planting the greater part of it in alfalfa. The remaining six hundred acres were sold in tracts ranging from twenty to sixty acres.

No. 15.---Orangethorpe.

Lying about three miles northwest of Anaheim is the flourishing settlement known as Orangethorpe. It embraces a territory probably three by five miles in extent. One of its most noticeable features is the really elegant school house, which stands close to the road-side, and speaks whole volumes for the thrift and

general excellence of the population of the school district. It was built more than a year ago, when there were not more than a dozen families in the district, and would not have been built if the people had not been of a peculiarly right kind of stripe, for in cost and finish it is far in advance of what one would have expected of so sparsely settled a neighborhood. There are thirty-eight children on the school roll. I called, in passing, and found the large, cleanly, handsomely furnished school-room, and the pupils therein, in charge of Mrs. Chase. There are about twenty-five farms in the district, eight or ten of which have been opened during the past year. A Mr. Bancroft, residing near the school house, has a thrifty and fine looking nursery of orange, lemon, and lime trees, while his neighbor, Mr. Smith, immediately opposite, has in his front yard fifteen or twenty five-year-old orange trees, besides lime and lemon, which will compare favorably, in point of growth and fine appearance, with those I have seen anywhere in Los Angeles County. The Temperate Zone fruits all do exceedingly well in Orangethorpe, and the grain and vegetable crops of the district compare favorably with those of any of the other settlements in the rich regions lying round about. Another noticeable feature of Orangethorpe is the artesian water of the district. The well of Mr. Smith, mentioned above, is a sight to look at. The water springs up through a seven-inch pipe, 288 feet deep, and sends two respectable sized irrigating streams in two different directions. Standing a few rods away from and out of sight of the well, it seemed difficult to realize that the bold, bright stream at your feet has no other source than a deep hole in the ground. There are at present only six wells in the district, but there will probably be one on every farm within a year. Land is quoted as follows: Unimproved, thirty to seventy-five dollars per acre; improved, \$100. A gentleman who had a little plot of fourteen acres, on the end of the district nearest Anaheim, disposed of it the

other day for the nice little price of \$165 per acre. Orangethorpe might well be called a model settlement, if there was nothing but its school house to entitle it to that appellation.

Orangethorpe presents a flattering record for the past six months. Eight new farms, ranging from forty to one hundred and sixty acres each, have been opened. Twelve new houses have been built at an average cost of \$600 each. Seven artesian wells have been sunk, of an average depth of 200 feet. The number of school children have increased from fifty-two, in 1875, to seventy-three, in 1876. The crops are first-class. A great deal has been done in forest and fruit tree planting.

No. 16.---Corvallas.

The Postmaster at Anaheim was considerably puzzled the other day by the receipt of a communication from the Postmaster-General, or some of his assistants, announcing that a Postoffice, bearing the name of Corvallas, on route 40,000, and something had been established between Nietos and Anaheim. After considerable speculation on the subject, he, and those to whom he referred the communication, your correspondent included, came to the conclusion that Norwalk Station, on the Anaheim branch of the Southern Pacific Railroad, was the place intended. I drove over to Norwalk Station yesterday, and met Mr. G. H. Sproul, who has laid off a town of twenty acres, near the station known as Norwalk, which he has named Corvallas. So the mystery of the new Postoffice was fully solved to my satisfaction, and that of the Anaheim Postmaster, to whom I "narrated" the above facts this morning. Mr. Byron Chapman has been appointed Postmaster, and will, as soon as he receives the "documents" from Washington, be prepared to

receive and deliver letters, papers, and packages to the denizens of that ilk. The Town of Corvallas, for the present, consists of a saloon and restaurant, kept by Mr. C. Crilovich, and a small store, kept by Mr. Chapman, the new Postmaster. The depot agent is Mr. D. Wheeler, who informed me that so far the shipments by rail had been light, but that he expected heavy consignments of grain and produce from the surrounding country in a few days. Mr. Sproul informed me that thirteen new farms had been opened in the immediate vicinity within two months, as many new houses built, and seven artesian wells sunk within the same length of time. He claims that 150 artesian wells, and the farms watered by them, are tributary to that particular station on the railroad, and that all of the produce east of New River, west of Coyote Creek, and much of that south of Downey City, must necessarily find its shipping point at Corvallas. The country round about bears every indication of fertility equal to that by which it is surrounded. A pleasing feature of the landscape are the magnificent sycamore trees, which it is to be hoped the woodman will spare for generations to come, besides planting others to take their places when time and the elements have done their work of destruction on those now standing.

Corvallas has improved but slightly, except in the way of cultivating places formerly settled.

No. 17.---Artesia.

From Norwalk Station I drove over to Artesia. It is the first time I have visited this beautiful tract since the new school house and town hall was erected. It is a very handsome structure. It would, in fact, be noticeable in any town for its elegant proportions and fine finish. The settlement of Artesia is, as you know,

less than a year old, but school has already been taught in the new house one session, with an attendance of about twenty pupils. The school-room is handsomely furnished with the most approved style of modern school furniture. The Artesia Land Company amply fulfilled their promises to purchasers at the sale of their lands last spring in the matter of this school-house. I called on Mr. Fryer, one of the settlers, who informed me that seventeen farms had been opened, seventeen houses built, and eleven artesian wells sunk on the tract within the past eight months. That he believed only seven tracts, of forty acres each, of the whole 3,500 acres comprising the tract originally purchased by the company, remained unsold, and that he was well assured that every farm on the entire tract would be settled upon, built up, and cultivated during the coming season. So much has already been said in the columns of the STAR relative to the exceeding beauty of the location of Artesia, the fertility of the soil, and its general advantages, that it would be a work of supererogation to say more. The land is there, the water to irrigate it is to be had for the digging. Very much of the land will produce abundant crops without irrigation, and it may be set down as a fixed fact that when next year's review of the progress of Los Angeles County comes to be written, the increase in the value of taxable property and productive energies, Artesia will have to be counted at from 500 to 1,000 per cent., and created, as it will have been, by the intelligent foresight of its founders, it will stand as a model and exemplar for many future founders of similar settlements, on the hundreds and thousands of acres in the county available for similar experiments.

I rode through Artesia, and not finding my friend Fryer, to whom I am in the habit of looking for information concerning that section, I addressed my inqui-

ries to one of the residents, who gave a very flattering account of the growth of the settlement. A few hours later I met Judge Venable, who has just finished the work of assessing the district. He told me the correct figures were about as follows: Forty new houses built, ranging from \$250 to \$1,000; between thirty-five and forty new farms have been opened and cultivated, and from thirty to forty artesian wells sunk. There has been no failure of flow from the wells in Artesia, as incorrectly reported. Last year there were fifty children on the school census roll; this year (1876) there are 120.

No. 18.---Fairview.

When I got through taking notes about Artesia, I supposed I was done with the settlements south of Downey. So many new ones had sprung up to confront me, Garden Grove, Fountain Valley, Orangethorpe, Corvallas, and others which had neither local habitation or a name a year ago, that I supposed I had reached an end of them. But returning by a round about way I drove past a neat school house which I had overlooked, and on enquiring learned that I was in the Fairview settlement. Before speaking of it I will remark, that I shall start by rail for Downey to-morrow, and shall not be in the least surprised to see a new town between that place and Corvallas, in which event I shall pull the communicator, have the train stopped, get the Conductor to put me off, and go to taking notes like one possessed. From Judge Evey I learned the following facts about Fairview:

The district embraces a territory about three by five miles in extent. There are ten farms of 160 acres and upwards each—one of them has over 500 acres, another 300. There are from twenty to twenty-five farms of lesser size, say forty acres and upwards, eight or ten of which have been opened during the past year. But two artesian wells have been sunk as yet.

One is 160 feet and the other 313 feet deep, and both furnish fine flowing streams. A number of wells are being sunk at the present time with every prospect of success. Barley, corn, rye, and potatoes are the staple crops, averaging about as in the surrounding settlements. Dr. Hardin's fine twenty-acre grove of oranges is within the original Fairview District, but may now be considered within the limits of the extension of Anaheim. Dr. Hardin has an offer of \$12,500 for this fine property. Mr. Heiman has also five acres of oranges within the same limits. All of the Temperate Zone fruits do well in Fairview. Grapes thrive and yield abundantly. The district lies just to the southwest of Anaheim, and at the rate matters are progressing in this part of the county, will be part of it in five years. There will be 20,000 people within a radius of six or seven miles, with Anaheim for a center, in five years. This may be set down as a fixed fact. Fairview District boasts a very good school house, presided over by Miss M. E. Austin, who informed me that she had thirty-four pupils on her roll this month. Besides the usual maps, charts, etc., the school house has an organ, purchased by the Trustees, at a cost of \$160. The lowest price at which unimproved land is held in the district is forty dollars per acre. Improved, at from sixty to one hundred dollars.

This, I believe, concludes my review of the settlements south of Downey. I have visited San Juan, Tustin City, Santa Ana, Richland, Orangethorpe, Corvallas, Artesia, Fairview, Westminster, Anaheim, Garden Grove, and Fountain Valley. With the exception of Anaheim and San Juan, none of them had an existence seven years ago. I leave the reader to draw his own inferences. I shall commence a new round of visits at Downey City.

Fairview has witnessed the erection of thirteen new houses in the last six months. Four of them have

cost \$3,000 each. Six new farms have been opened, and two artesian wells have been dug. The crops are reported good.

No. 19.---Downey City and Los Nietos.

Let me preface what I have to say about Downey City with the following remarks made to me by Mr. John R. Banks, the polite and efficient depot agent of the Southern Pacific Railroad, while I stood on the platform waiting for the train. Said he: "While the plans for the erection of a depot building at Downey were under consideration, Colonel Hewitt, Division Superintendent, asked Judge Venable what amount of produce, in pounds, he thought Downey would ship in a year." "Well," said the Judge, "I think you can rely upon 5,000,000 pounds in 1875." "Impossible," said Colonel Hewitt, "you greatly overestimate, I am afraid." Now, the fact of the business is, as Mr. Banks further informed me, the shipments from Downey Station, from January 1st, 1875, to December 1st, 1875, aggregated a little upwards of 8,000,000 pounds, while up to the seventh of the current month over a million more pounds had been sent over the rails since the first. So that the shipments this year will come nearer 10,000,000 than 5,000,000 pounds. Mr. Banks furnished me with another item about Downey or Nietos, for they are practically convertible terms. A man in the neighborhood planted forty acres in castor beans. The squirrels and gophers prevented his getting what would be called a first-class stand, nevertheless, from off that land he shipped fifteen tons of castor beans, the result of his own labor, except ten days during which he hired a man. He got \$87 50 per ton for his crop; total, \$1,312 50. Mr. Carney, the proprietor of the Central Hotel, was kind enough to ask me to ride round the neighborhood with him. Our course lay toward the college buildings, and certainly I have not travelled through any portion of the country which

presented more abundant evidences of thrift and comfort. Pleasant and comfortable homesteads lined the road, and were visible in every direction, as far as the eye could reach. Mr. Carney remarked, "These people own from five to forty acres each, and are all prospering." "What," asked I, "can a man do with only five acres of land out here?" "Do," said Mr. Carney, "he can plant an acre or so in alfalfa, keep three or four good cows, raise pigs, poultry, vegetables, fruit, butter and eggs, and be independent of the world. It has been tried." That settled that question. We rode along. "There," said Mr. C., "is an alfalfa patch which I have seen mowed three times in seven weeks. It yields nine crops a year, and has done so steadily for six years." We continued our jaunt. Thrifty orchards, abundant crops, pleasant and tasty homesteads on every hand. "This man," said Mr. C., "owns three hundred acres of land; he cultivates an alternate hundred acres of it in corn every year, and clears about twenty-five hundred dollars from the crop. He doesn't irrigate, but, nevertheless, his land sometimes gets so moist that he plants it in small grain to absorb the surplus water. Here," said he, "is Judge Crawford's place of one hundred acres. He informs me that he has leased it to a man for four years on condition that he plants it all in fruit trees, orange, lemon, apple, pear, peach, etc., etc. These," said Mr. C., "are the first orange trees that have born fruit in the settlement. They are as good oranges as anybody's." And so my pleasant traveling companion rattled on, telling me a thousand things, more or less, which time and space forbids me to recount. But this I may say, that the Nietos, or Downey region, with its fertile fields, pleasant and tasteful homesteads, and miles of beautiful lanes and hedges, and orchards and cornfields, is a sight worth looking at. Judge Venable, from whom I obtained my data last year, informed me that about fifty new farms had been opened this year, and that there was very little land in the settlement left to

be taken up. This statement was confirmed by Mr. Carney, who, in our somewhat lengthy drive, pointed out two or three forty and eighty-acre lots upon which there were no houses, and told me that they constituted about all the land in the neighborhood not under actual cultivation. Among the other advances made by the people of Downey, is a long step in the matter of establishing the fitness of their soil for the cultivation of tobacco. About 40,000 pounds of the weed have been raised in the vicinity during the past year. Mr. Perkins, formerly of Azusa, acting as a general superintendent of cultivation and curing. The article grown and cured in that vicinity is a good one, and there is a prospect of the establishment of a factory there. Judge Venable informed me that the average crop for 1875, in the Downey region, is the largest ever known. A great many subdivisions of large tracts have been made, and the land sold at high prices. Land may be quoted at from \$75 to \$150, and even higher prices. Downey City is improving at a healthy rate, a number of new and substantial—several of them quite handsome—dwelling houses having been erected during the past year, besides two very neat churches by the Campbellite and Baptist congregations, the buildings having cost about \$2,000 each. The business houses of Downey are as follows: General merchandise, Frankel Bros., Bareuch & Low, S. Levey, J. A. Mitrovich, S. Carter & Co.; blacksmiths and wheelwrights, Frank Cooper, A. Bland; drug stores, Bailey & Tarwater, Dr. Rives; livery stable, W. R. Standefer; restaurant, J. A. Stewart; cigars, notions, postoffice, etc., G. Dieffendorf; butchershop, J. McGarvin, and Mr. Switzer; lumber yard, Griffith, Lynch & Co.; boarding and lodging, Mrs. Rice; millinery shop, Mrs. Jones; Central Hotel, J. Carney, and a very nice place it is to stop at. Churches, Campbellite, Rev. Mr. Hand; Baptist, Rev. D. Tombs; Methodist, Rev. Mr. Butler. The Downey Courier, published weekly, by A. Waite, is doing a good work for this section of the country.

The Los Nietos Institute, about a mile from Downey, in charge of Professor Riddick and wife, is doing a good educational work, having about fifty pupils in regular attendance. There are two public schools in the district, one at Gallatin, Mr. S. W. Burke principal, and Mrs. Walker assistant, and the other near the college building, in charge of Mr. J. A. Martin and wife. The Masons, Odd Fellows, Good Templars, Janissaries of Light, and Patrons of Husbandry have flourishing Lodges at Downey. They all use one hall, that over the store of Bareuch & Low. Take it altogether, Nietos is a region of which hardly too much can be said in its praise.

During the past six months, Judge Venable informs me that from twenty-five to thirty new houses have been erected, costing from \$300 to \$2,000 each. But few new farms have been opened, except in cases where portions of the larger tracts have been sold in subdivisions. A new Methodist Church South is being built near the college grounds, to cost about \$4,500. The college buildings have been repaired, and the grounds improved, at a cost of several hundred dollars. The erection of a new college building, to cost \$9,000, is contemplated this Fall. The success which has attended orange culture in this section has resulted in the planting of thousands of trees this Spring. The crops, it is believed, will exceed last season by an average of ten bushels to the acre, and last season's crops far exceed the average. The census, in Silver School District, shows 180 pupils this year to 140 last year; in Alameda District, 147 to 118. Altogether, a flattering outlook for this section. Frosts are of regular occurrence in this neighborhood, but the damage inflicted is, for the most part, nominal.

No. 20.---Santa Gertrudes.

After inspecting Nietos, I rode over with Dr. J. E. Fulton, the local agent of the Santa Gertrudes Land Company, to inspect that flourishing new settlement. It consists of about 5,000 acres of as choice bottom and mesa land as can be found in this or any other county. Some 2,000 acres of this tract have been sold to actual settlers during the past year; twelve or fifteen new houses have been built. There are now about twenty families in the district, a comfortable school house, Miss Stockton, teacher, with from forty to fifty children on the roll. Some fifteen new houses will shortly be erected. No portion of the tract is more than four miles from Norfolk Station on the Anaheim Branch of the Southern Pacific Railroad. The only branch of industry represented at present is a wheelwright and blacksmith shop, kept by Mr. Robert Hargrave. Irrigating facilities are ample and abundant. The Association are about extending their ditch and constructing an additional reservoir of large capacity, holding five million gallons or more, and will also have two or three additional wells made on the highest portion of their mesa lands, to prove conclusively that artesian water can be had on any portion of their tract. What this section is capable of may be fairly judged from a glance at the beautiful homestead of Dr. Fulton. His house is surrounded by the usual shade trees of the country, pepper trees, acacia, etc., while his orchard can boast of some of the finest four, five, and six year old orange and lemon trees I have seen anywhere in the county. His apple, pear, peach and other fruit trees will compare favorably with any. Corn, forty to eighty bushels to the acre, barley, rye, potatoes and other grains and vegetables do as well there as anywhere else. The land lays admirably for irrigation and drainage, and will, in a year or two, or three at the farthest, rival any other settlement of the same extent in the county. Unimproved tracts are held at from thirty to fifty dollars

per acre; improved fifty to one hundred dollars. A noticeable feature of this district is Dr. Fulton's artesian well. It is 300 feet deep, and from it flows a stream of sulphur water which, from a recent analysis made of it by a distinguished chemist in San Francisco, possesses extraordinary medicinal qualities. It is Dr. Fulton's intention to erect a sanatorium near this well. It cannot fail to prove both attractive and remunerative. There is no denying the fact that the water has already proven a valuable remedial agent. A fine flow of ordinary water was struck at a depth of seventy-five feet while digging this well, but it was pushed deeper and deeper, with the above results. We are decidedly of the opinion that the Doctor has a good thing. Parties in search of good lands will do well to take a look at those of the Santa Gertrudes Company.

During the past six months eight or ten new farms have been opened in this settlement and nine new houses have been built, costing each from \$300 to \$1,200. Extensive orchards have been planted and another artesian well sunk near the sulphur well above mentioned, which latter is attracting increased attention by the excellence of its waters. The crops are excellent and promise fine yields.

No. 21---Old Los Nietos.

Lying to the east of the Santa Gertrudes lands, is the settlement of Los Nietos, about two miles square, embracing some forty or fifty families, who, year after year, raise their one hundred bushels of corn to the acre, and take the world easy. Mr. B. Guirardo keeps a store there, which supplies the immediate wants of the community. In the same neighborhood is the Pico Rancho settlement, consisting of twenty or thirty families. Concerning this last I wrote last year: "One tract on it has been cultivated for one hundred

years, and turns out its one hundred bushels to the acre with systematic regularity." Both of these settlements seem to have escaped the general rush of progress, but will doubtless come to it in good time. Both settlements have school-houses and flourishing schools. Land is high, and not much offered for sale just now.

This settlement keeps on the even tenor of its way. Improvements are being made as required, and occasionally subdivisions of larger tracts are made to new comers.

No. 22.---Costa.

THAT OTHER TOWN.—In one of my former letters I said that I should not be surprised if in going from Anaheim to Downey I should hear of a new town, in which event I would have the train stopped, etc. It turned out just as I expected. Soon after leaving Anaheim the conductor sung out Costa. Messrs. Metcalf & McGregor have had about twenty-five acres of tobacco in cultivation there during the past year. There are a number of settlers in the neighborhood, several artesian wells, and every prospect of other and permanent improvements being made at Costa.

Some thirty acres have been planted in tobacco this year. Last year's crop has not been manufactured yet, owing to the illness of Mr. Perkins, who is the leader in this important business. Some few sample lots which have been put up are highly praised by connoisseurs in the weed.

No. 23.---Florence.

The settlement called Florence is, after all, but a suburb—and what is destined to be a very beautiful suburb—of Los Angeles. The railroad station is only five miles from the city, and, mark my words, the

Southern Pacific Railroad will, in three or four years, at furthest, have to run four or five accommodation trains daily to Florence Station, or a street railroad will become a necessity. Last year I reported, on competent and trustworthy authority, that there were sixty farms in the settlement, embracing a tract of land three or four miles square, and twelve or fifteen artesian wells, ranging from eighty to one hundred and fifty feet in depth. On equally good authority, I now report an increase of at least forty thrifty settlers in Florence for 1875, and an addition of nine artesian wells. The school house in Florence has been enlarged and repaired at a cost of \$400. Miss Lizzie Packard is the teacher. As I said last year, the people of Florence jump on the train or into their buggies or farm wagons, when they want to purchase anything, and run up to Los Angeles. The most noticeable feature of Florence is that the new settlers are mostly people of some means, who purchase small tracts of from five to twenty and forty acres, and build neat and comfortable cottages, and utilize their landed possessions to the utmost. As I remarked about Downey and the Nietos region, there is a good living on five acres for the thrifty and industrious settler. Another noticeable feature is the fact that for the past five years, in fact, since Florence was known as a settlement, good crops have been raised without irrigation. The people, however, are regarding with much interest the proposed construction of a submerged dam across the Los Angeles River, believing that when that project becomes an accomplished fact, they will all have water enough to make their whole region productive in oranges, lemons, and limes, without which, it is getting to be the case, that no man thinks his home or farm complete. Within the past few months, what is known as the Chipley Tract, embracing several hundred acres, has been subdivided into five, ten, and twenty-acre lots, which are being rapidly disposed of, and are inviting a very desirable class of settlers. I am writing

these notes about Florence at the house of Mr. W. F. Ferris, who came here five years ago, at a time when there were only three or four shanties in sight, and there was not a tree or shrub—nothing, in fact, save wild mustard, ten or twelve feet high, to be seen. His pleasant homestead is now surrounded by acacia, pepper, blue gum, and other shade trees. His garden shows a tasteful collection of evergreen, flowers, etc. Peach, apple, pear, and other fruit trees adorn his orchard. A fine vineyard, large enough for household use and to spare, lies on the side of his house. Currants and other berries abound, and there is no lack of vegetables. He cuts, regularly as the season comes around, over two tons of barley-hay to the acre, and just in the rear of his house is a three-acre tract of acacia trees, many of which I found to be twelve, fifteen, and some more than twenty inches in circumference, which, as he says, will furnish him with fire wood as long as he and his family last—a judicious system of replanting being observed as the trees are dug up and converted into fuel. Now, all this has been accomplished absolutely without a particle of irrigation. No ditch runs to his place from anywhere, and he has no artesian well. The results achieved by Mr. Ferris I consider worthy of this extended notice. And, looking around me from his porch, I see dozens of other homesteads surrounded by orchards and shade trees, and huge stacks of hay and bins of grain, where four or five years ago there was only a treeless plain, with no green thing in sight to relieve the long months of parched and sere barrenness which mark our dry seasons, and I asked myself whether there in any possible limit to the future growth, and wealth, and rural beauty of Los Angeles County, and candor compels me to say, that I very much doubt if there is, at least in the life-time of the present generation.

Florence has kept even pace with the promise held out at my visit in December last. A number of new, and some of them elegant, residences have been erected. What is written above may be taken as the guage of a steady, constant growth.

No. 24.---Compton.

Compton is a region of artesian wells. Some of the most famous ones in the county are located in this settlement. I called at the house of Mr. Compton, expecting to obtain such data as I required from him, as he is generally supposed to be the best posted man in the settlement. I was not fortunate enough to find him at home. I then called on Mr. Coulter, who lives directly opposite. From him I learned that probably thirty new farms have been opened in the settlement during the year, and twelve or fifteen artesian wells sunk. Mr. Coulter's place is a fine specimen of what can be accomplished, in a very few years, by energy, industry, and perseverance. It will compare favorably with the handsome place of Mr. Ferris, in Florence. His artesian well, he assures me, affords a constant, unvarying flow of water, sufficient to irrigate eighty acres. Another well, within a mile of his house, will irrigate 200 acres. Mr. Compton and Mr. Coulter both have a number of fine, thrifty, promising orange and lemon trees on their places, as have also many others of the settlers in Compton. Judging from the fine crops of these fruits raised on the Dominguez place near by, there is no reason to doubt the entire success of the experiment. As for other fruits, they seem to do as well in Compton as anywhere else, and no more need be required. The whole country round about is dotted with large and goodlooking farm houses, and the evidences of thrift and prosperity are everywhere visible. Taking Mr. Compton's last year's estimate of a hundred and fifteen farms in the settlement, there must be at least one hundred and fifty farms, and sev-

enty or seventy-five artesian wells. All of these latter are on the west side of the railroad, the farms on the east side depending upon water from the San Gabriel River for irrigation. A four-thousand-dollar school house, besides a less costly one, and a Methodist Church building, costing nearly as much as the school-house, are among the attractions of Compton. During the past year the S. P. R. R. Co. have built a commodious depot, thirty by forty feet, with office, waiting room, and telegraph station attached. Some idea of the productiveness of the Compton region may be gathered from the fact that from the 1st of April, 1875, to December 1st, 1875, the shipments of grain alone from the station amounted to 1,250,000 pounds. This does not include potatoes, beans, and other productions, of which large quantities are exported. Nor does it include any of the present crop to speak of. I am indebted to Mr. J. L. Barbey, the accommodating depot agent, for the last mentioned item, as he was kind enough to go over his books at my request. Compton has a general merchandise store kept by S. Grand & Co., a drug and notion store by Dr. McFarland, a shoemaker, J. R. Hand, and a blacksmith and wheelwright shop by Messrs. Smith & Goff. Mr. Wright also keeps a house of entertainment. Land ranges from sixty to one hundred dollars per acre, and even higher. Compton, in its steady growth and permanent improvements and increasing prosperity, is doing its full share towards creating the brilliant future which awaits Los Angeles County.

Ten or twelve artesian wells, ranging from ninety to two hundred and fifty feet in depth, have been sunk in Compton in the last six months. The cost of sinking, including seven-inch pipe, is one dollar and sixty cents per foot for the first one hundred feet, with fifty cents per foot added for each succeeding fifty feet. Fifteen or twenty new houses, costing from \$300 to

\$1,000 each, have been built. Also, a storehouse and hall, costing \$4,000, in the town site, near the depot. Fifteen to twenty new farms have been opened—the greater part of them subdivisions of larger tracts. Mr. Compton informs me that there are about one hundred artesian wells within a radius of four miles, taking the town site as a center. Some of these wells yield sufficient water to irrigate 160 acres. On an average, the wells are good for the irrigation of forty acres each. During the nine years which Mr. Compton has spent in the settlement, there has been no failure of crops.

No. 25.—Wilmington.

Concerning Wilmington, it would afford me much pleasure to give a more encouraging report of its present prospects than I am able to do. I have been a firm believer in its eventual prosperity ever since I first set foot in its streets, not quite two years ago. I spent a week or ten days there in March or April, 1874, and took a very complete survey of the situation. I saw then that it was hemmed in, surrounded, so to speak, by vast bodies of uncultivated lands, lands as rich and productive as any in the county, and as capable of supporting a dense, and thrifty, and promising farming community as can be found anywhere. I said that until those lands were occupied and cultivated Wilmington would remain in *statu quo*, and I adhere to that opinion still. Government and the Southern Pacific Railroad will always give employment to a certain number of men at Wilmington, but not enough to give it an impetus in the way of permanent growth. The city by the breakwater must patiently bide its time until the tide of emigration does for the large tracts of arable land what I hope the tides of the ocean will never do for its seawall, that is, breaks over, and bursts the barriers which circumstances have raised against the occupation of its rich sur-

rounding lands by a go ahead farming community. The handsome and tree embowered homes of General Banning, Don Benito Wilson, Mr. Jacoby, Don David Alexander, are but forerunners of very many such which Wilmington will surely boast of in the good time coming. The principal business houses of Wilmington at present are: General merchandise, H. Jacoby, G. B. Keyes; J. F. C. Johnson and George Hinds, butchers; John Hawkins, Bahn, John Morrison, groceries; McMillan House, D. McMillan, proprietor; druggist A. Loubersheimer; Railroad House, S. T. Thompson, and the Wilmington Exchange, well kept by P. Wildman, with a hack to and from the depot.

The Wilson College has passed out of the hands of its former proprietors. I heard it stated that negotiations were on foot looking to its re-establishment, under the auspices of the M. E. Church North.

The causes alluded to above have prevented any marked increase in Wilmington. The following paragraph, from a late issue of the Los Angeles *Star*, comprises the only forward movement of note:

Wilmington College has passed into the hands of a joint stock company, virtually as a donation from the Hon. B. D. Wilson. The capital stock is to be \$30,000, in three hundred \$100 shares. Each share of stock will entitle the holder to \$100 in tuition. A Board of Trustees has been elected which comprises twenty members of the company, and of this Board Dr. E. H. Greenleaf is President, and Dr. C. W. Thatcher, Secretary. A subsidiary executive board is made up of Rev. A. M. Campbell, Thos. Brown and W. A. Spurlock. The Board has been incorporated under the charter granted by the State Board of Education, authorizing them to confer degrees. The faculty consists of Rev. A. M. Campbell and four associate teachers. Mrs. Scales has been chosen as

instructor in music. The company have purchased the elaborate philosophical apparatus, and will thus receive the full benefit of Mr. Campbell's valuable lectures. Provision has also been made for establishing a business college. The work of repairing and improving the building and grounds has been actively prosecuted for some time, and about two thousand dollars thus expended. The College will doubtless be opened at the usual time in the fall.

No. 26.---Pomona.

It is somewhat surprising how much for the better the features of even a naturally handsome landscape can be improved by the erection of a few well-constructed houses. My travels through Los Angeles County have led me through and over and around the site of the new settlement known as Pomona several times during the past two years. The natural fertility of the soil could not escape my observation, but its appropriateness for the site of a flourishing town did not strike me very particularly. I visited it a few weeks ago in company with several members of the press, but it was late when we arrived and early when we left. I cannot improve upon the description I then gave, which is as follows:

A few months ago the company purchased about 5,600 acres of land, the tract being a portion of the well-known and beautiful San Jose. Twenty-five hundred acres of the tract have been surveyed and subdivided, the proposed town of Pomona being the center. Garey Avenue, two miles long, already planted nearly the whole length, on both sides, with Monterey cypresses, placed at such distances apart as will allow the planting between of Austratian blue gum, constitutes the main street of the new settlement, and cannot fail to be a handsome one when two or three years of the rapid growth which this climate ensures to these species, shall have taken place.

The town site proper is laid off into building lots of good dimensions, while the six hundred and forty acres surrounding it are subdivided into five acre lots, and the remainder of the twenty-five hundred acres into forty acre tracts, all, or any of which, the company is prepared to sell to parties in search of homes, on reasonable and easy terms.

The new town already boasts of a hotel, a drug and provision store, kept by Mr. T. Ruth, recently of San Diego, a dry goods and provision store, kept by Mr. J. H. Eagan, a brother of Mr. Eagan of Spadra, a saloon and a butcher shop.

I had an opportunity during my recent visit to inspect the water supply of the new settlement more thoroughly than at my former visit, and was surprised and gratified at its immense extent. It is derived from a large tract of land composed of what is known in the language of the original settlers as Cienegas. Four artesian wells have been sunk which yield heavy flows of water. The wells range from twenty-six to sixty-six feet in depth. The water is as clear as crystal, and presents a beautiful and attractive appearance as it flows through the ditches which have been already dug. The Company have also constructed an enormous reservoir of a capacity of nearly 3,000,000 gallons, which it is their intention to pave and cement, no other plan affording any security against the irruption of gophers and squirrels. The cienegas and the reservoir are situated at opposite extremes of the tract, and each is at least 100 feet higher than the lands which they are intended to irrigate, and the future houses which they are intended to supply with water for household uses. Some ten or fifteen purchasers have already commenced operations on their new houses. Mr. A. C. Holt has set out a fine young orange orchard of 510 thrifty young trees, and Mr. L. D. Conner has followed his example to the extent of 240 more. Numerous sales of land have been made by the Company within the past few days, and a large

and thrifty population may be expected to have possession of Pomona before another twelve-month has rolled around. The erection of a \$3000 dollar school-house is talked of, and judging by the vigor with which the Company pushed their Artesia school-house to completion, we presume they will not lose much time in talking.

The entire tract of the Company is a rich, arble loam of exhaustless fertility, and admirably adapted to the growth of all fruits and cereals indigenous to this section. Upon the plates of Messrs. Palomares and others immediately adjoining the Company's lands oranges, figs, lemons, and other semi-tropical fruits flourish splendidly, and compare in growth and yield with the most favored localities in this county.

The Southern Pacific Railroad Company have built a spacious and commodious depot at Pomona, and a post-office has been established with Mr. Egan as postmaster.

The growth of Pomona has not been as rapid as was expected, although there has been a healthy advance. A number of new houses have been erected, and a joint stock company have purchased two hundred acres of the original tract, which they will plant in fruit trees, including the citrons and fruits of the Temperate Zones, and sell the same in small subdivisions on the installment plan. Several thousand trees have already been purchased, and a large number of them planted. The water privileges of Pomona are being improved and utilized, and the prosperous future of this settlement may be regarded as well assured.

No. 27.---Loop's Settlement.

Lying about two miles north of Pomona, is a tract of about two thousand acres of land admirably adapted to the culture of semi-tropical and other fruits, purchased something over a year ago by Rev. Mr. Loop

and Mr. Messerve, ex-Treasurer of Santa Cruz County. Reserving ample homesteads for themselves, they have subdivided the entire tract into small farms, the greater part of which will be occupied and improved during the present year. The orange groves and orchards on both the homesteads and the vineyards, are of ancient date, and of great productiveness. A large and flourishing and prosperous neighborhood may be expected to spring up on this beautiful tract, which is not surpassed by any in fertility and general attractiveness.

What is known as the Palomares settlement adjoins this tract on the west. The settlers are mostly Spanish, whose residence date back a great many years. They have their oranges and grapes, and other fruits, and possess a delightful and fertile region, and are, the most of them, fully alive to the advantages which the rapid settling up of that region is affording them, in the way of enhanced value of their lands, which they are not altogether averse to subdividing and disposing of at reasonable prices. An excellent school house, with first-class furniture, is one of the features of this district.

No. 28.---Spadra.

Spadra has improved but little during the past year. The extension of the Southern Pacific Railroad eastwardly has taken away its importance as a terminus, but in spite of this, Uncle Billy Rubottom, who celebrated his 67th birthday during my recent visit, keeps open house as formerly. During his recent visit to his old home in Missouri, he brought back with him seeds and cuttings of every kind of fruit and nut that he could get hold of, and will in a year or two have his place looking more like a small piece of Missouri than ever, if such a thing is possible. During the past year Mr. Louis Phillips has built a \$15,000 residence, which, in completeness of details and elegance of finish, leaves nothing whatever to be desired.

It is lighted throughout with gas from one of the Union Gas Machines, and is furnished with a degree of taste and liberality hardly to be surpassed. The well-known contractor, Mr. Hargate, has the credit of building this handsome country house. Furniture and all included, Mr. Phillips has expended over \$20,000 in providing this handsome rural home. Mr. Wm. Swan, well known in Los Angeles, is building a handsome cottage in the neighborhood. The Caldwell Bros. still continue in business at the old stand. There are some unsettled land titles in the vicinity which, when disposed of, will result in surrounding Spadra with a cordon of prosperous farmers, and her former prosperity will revive.

Spadra, in the matter of buildings, has improved but little since my last report, except in the matter of the erection of a handsome two-story school-house, at a cost, furniture included, of from \$3,000 to \$4,000. The upper story will be used as a Lodge Room and Public Hall. In addition to this, the farming community have built extensively in the way of barns, corn-cribs, etc. At least 2,500 acres of land in the vicinity have been planted for the first time in grain, principally wheat, barley and corn. The crops have been excellent, above the average of even good years. When the land titles in the vicinity are finally settled satisfactorily, a large population will be found in this most desirable locality.

Nos. 29 and 30.---Duarte and Asuza.

These two thriving settlements adjoin each other, and lie directly north of El Monte. The former comprises perhaps 3,000 acres, the latter embraces a tract perhaps six by eight miles in extent. In the former between thirty and forty new farms have been opened,

and general prosperity has marked this active growth. In the Asuza the growth has not been so rapid, owing to the fact that some dispute exists relative to water rights, which, however, I understand is in a fair way for settlement. Captain Gordon informed me that about fifteen new settlements have been made during the past year, a new school-house, the second, built at a cost of about \$800, and a new store opened by Mr. J. H. Steinhardt, who has also been appointed Postmaster of the new office established there. There is another store kept by Mr. A. Goldsmith. The number of school children on the census roll, Captain Gordon says, is 160, and the average attendance, fifty-five at the upper, and forty-five at the lower school. Pomona, Spadra, the Duarte and the Asuza resemble each other in the character of soil, which may be summed up as capable of producing the semi-tropical fruits in perfection, besides the fruits of the temperate zone, and grains and vegetables in quantity and quality equal to the best. Leaving these foot-hill and plateau lands, I come to the far-famed hog and hominy region, the rival of Gospel Swamp and Nietos, to-wit: El Monte.

These charming localities really deserve a more extended notice than the space at my command can possibly allow. In the two settlements between twenty and thirty new houses have been built during the past six months. Unfortunately, disputed titles retard their growth, and the number of new settlers are comparatively few. During a ride in these localities we noticed abundant evidences of thrift and success. Land with improvements is held at from \$100 to \$400 per acre, and changes hands at these figures. Crops of all descriptions are abundant in quantity and fine in quality. These sections are peculiarly adapted to fruit-growing and dairying, fowl-raising, bee culture, etc.

No. 31.---El Monte.

The fertility of the region known as El Monte, embracing a territory probably four by seven miles in extent, is too well known, and has been too often described in the columns of the STAR, to need anything further in that line from my hands at present. Corn, seventy-five to one hundred bushels, barley seventy, rye forty bushels to the acre, and potatoes from one to two tons to the acre, are the staples. If any irrigation is needed, the waters of the San Gabriel River supply it by means of a well developed system of ditches. I found it difficult to obtain an accurate statement of the growth of the settlement during the past year, owing to the fact that not only a large number of new settlers have settled upon open and hitherto uncultivated land, but a number of subdivisions of the larger tracts of the older settlers have taken place. Striking a fair average it is safe to say that an accession of forty families have been made to the settlement in 1875. Adding this to the number of farms reported in 1874, and there are nearly two hundred farms in the settlement. The number of new houses erected will compare favorably with the general rate of progress. There are five school houses in the district, two churches, Methodist and Baptist, and besides these there are organizations of the Episcopalians, Campbellites and Catholics. There are also a Masonic Lodge and a Lodge of the order of Patrons of Husbandry. Within the past year or two a number of orange trees have born their first fruit. The fruits of the Temperate Zone do well. Pork raising is one of the leading industries of this section. I find but little to note in the way of improvements in the town of El Monte. But the thriving trade carried on by the merchants and artizans of this place is well evidenced every day by the large number of wagons which throng its streets. The places of business in El Monte are as follows: General merchandise, Thos. McLean, Louis

Melzer & Co., and Horn & Turner; blacksmiths, J. W. Broaded, Henry Schmidt; wheelright, Geo. R. Goodwin; livery stables, M. F. Quinn, Solomon Way; hotels, John E. Tipton, S. Way; drug store, Dr. J. Cannon. The Southern Pacific Railroad passes within a few hundred yards of the main street. There is an excellent depot, Mr. W. C. Bowers officiating very acceptably to the general public as agent. Take it altogether, the progress of El Monte for 1875, has been, if not so marked and rapid as in some other localities, at least healthy and satisfactory. A mile or so to the west of El Monte is a small settlement known hitherto as Bennettville. Mr. Douglas Snyder keeps a store there, and there is also a hotel kept by Mr. J. W. Forst. The place has been rechristened, and is now known as Savannah. The lands in the vicinity are similar in all respects to those of El Monte. The price of land averages from \$25 to \$100 per acre. Some few tracts are offered at \$15.

My correspondent at El Monte informs me that about thirty-five new houses have been built in the El Monte region this season, ranging in cost from \$300 upwards. The potato and grain crops are extra good as well as all others. He says: "You can safely make an average of ten per cent. above your last year's report, on all the products of this section. About thirty new farms have been opened since your last visit."

32.---Pasadena or Indiana Colony.

I take the following description of this noted settlement from Major Ben. C. Truman's Semi-Tropical California. Circumstances prevented me from visiting this locality last year:

"The colonists own, jointly and severally, about four thousand acres of first-class land, and the site of

what will, in a very few years, be one of the most flourishing settlements and prosperous communities in Semi-tropical California or anywhere else. The tract purchased by the Association is the southwest corner of the San Pasqual Rancho. The stock in the company was limited to one hundred shares of fifteen acres each. A most fortunate spirit of harmony was found to exist among the shareholders at the time of the distribution of lots; and it so happened that every member got exactly what he wanted. That usually perplexing question in matters of this sort was settled long ago, and it is unnecessary further to refer to the matter. The distribution of the fifteen hundred acres leaves a tract of about thirteen hundred acres at the northern extremity, and one of about eleven hundred at the southern. By the terms of the articles of the Association, these outlying tracts are held in common by the shareholders, each one being entitled to his proportionate share, even upon the event of a further distribution, or in the event of a sale—a most unlikely contingency—to a proportionate share of the proceeds. At present there is every probability that the northern outlying tract will be planted in vines, preference being given to the rasin grape and other choice foreign varieties, while the southern will be reserved for pasture and fuel-furnishing purposes and a park. A magnificent forest adorns the southern boundary of the tract, which has been placed under the supervision of a forester, part of whose duties it will be to see that the plan of the early Missionary Fathers is carried out, to wit: that only the limbs of the trees shall be cut for fire-wood, leaving the grand old trunks to reproduce fresh supplies from year to year. The entire tract is bounded on the west by the Arroyo Seco, and extends across that ravine, embracing the large supply of wood now growing therein. The southern, eastern and northern boundaries impinge upon adjacent ranches. The association have already expended about twenty thousand dollars in the construction of a res-

ervoir, and in laying down about three miles of iron pipe, one mile of which is eleven inch, and the remainder seven inch. The reservoir is six hundred feet long, one hundred and fifty feet wide at the center, it being oval, with two compartments, ten feet deep, with an aggregate capacity of 1,500,000 gallons; although if filled to the brim it would hold nearly double that amount. Three miles north of the reservoir is the *toma*, that is to say, the place from which the water supply is taken. Suffice it to say, that the source from which the supply is taken has been relied upon for many years, and has never failed."

On the 22d of February last, the Colonists held a re-union at which, among others, Dr. Elliott made an address in which he stated that two years ago there had been nothing done at all. The first company was formed in 1873, but on account of the failure of Jay Cook & Co., the whole thing died out, but was afterward resurrected by Mr. Berry, Mr. Fletcher, Judge Eaton and Mr. Croft, who have nobly kept up their part to make it a success. Within the last eighteen months over forty families have settled there, and it is already quite a settlement. Within that time they have set out 10,147 lemon, lime and orange trees, and also 7,000 deciduous trees besides. This does not count the nursery which contains over 300,000 in fine condition. But little remains to be said, except that this flourishing settlement keeps on the even tenor of its way and furnishes one of the best examples of what can be done with water and industry to be found in Los Angeles County.

No. 33.---San Gabriel.

This surpassingly beautiful locality is essentially historic. Here are located the splendid estates of E. J. Baldwin, L. J. Rose, and L. H. Titus, Esqs.,

Messrs. B. D. Wilson and J. DeBarth Shorb, Col. E. J. C. Kewen, Gen. Geo. Stoneman, and others, which have been for years the chief attraction to the tourist who have sought this section, either for health or pleasure. I do not propose to attempt any description of them. Until within the past ten years but little if any attempt has been made to improve the outlying lands. The construction of two immense reservoirs, one on the Alhambra Tract and the other on the lands of the San Gabriel Land Association, both erected under the Superintendence of Mr. J. DeBarth Shorb, and to which full reference is made in the article on irrigation, have thrown a portion of these lands into market. As a result, I note the erection in this locality within the past few months of fourteen new houses, costing from \$600 to \$1,000 each, the fact that the neighborhood have just voted the maximum tax allowed by law for the erection of a new school-house, to cost about \$3,000, in addition to the handsome one they already have. The new house will be built on a tract of four acres donated by Mr. D. B. Wilson. Thirty, ten-acre tracts and twenty, five-acre tracts have been sold on the Alhambra and San Gabriel tracts within six months, at prices ranging from \$75 to \$100 per acre. In addition to the above Mr. E. J. Baldwin has erected ten or twelve houses on his magnificent ranche, the Santa Anita, expended, probably, \$30,000 in the construction of a wine and brandy manufactory, planted several thousand eucalyptus trees, and thousands of citrons and other fruits, besides putting out two or three hundred acres of vineyards. General Stoneman has planted 5,000 pomegranates, and made other improvements. A dozen pages of this book would hardly fairly catalogue the results accomplished in this locality in the past six months. It is a garden spot, and I leave it with regret.

34.---San Fernando.

The San Fernando region, in the mere matter of house building and settling up farms, has not fulfilled the expectations entertained at the time of its being made accessible to market by the construction of the Southern Pacific Railroad. Good and sufficient reasons exist for this fact. It is, I think, unnecessary to refer to them. What has been accomplished in this locality in the year 1876, will, I feel convinced, before many years elapse, cause those who failed to embrace the opportunity offered two years ago to buy land there at auction prices, to regret their failure to do so. Mr. Moffat, of the firm of Maclay & Moffat, and who is the agent of the Southern Pacific Railroad at San Fernando, gives me the following figures of shipments of grain contracted for over the road by three parties. From the Van Nuys Ranch, 1,100 tons wheat, 650 tons barley; from the Workman Ranch, 550 tons wheat, 200 tons barley; by Hubbard & Wright, 250 tons wheat, 50 tons barley. It seems to me that in the presence of these figures comment would be superfluous, especially as these products represent the yield of an inconsiderable portion of the land in the vicinity of San Fernando. Besides the above this region has produced a great many hundred tons of hay, and much other produce.

No. 35.---Santa Monica.

Santa Monica is but little more than a year old. I find the results of its year's growth so accurately and compendiously summed up by Mr. Fisher, the editor of the local paper, the *Outlook*, in his issue of June 16th, that I take the liberty of adopting his statements as my report. He says: "The wharf, 1,740 feet long, has been completed, and a warehouse built upon the further end. The railroad has been pushed through to Los Angeles, a distance of about sixteen miles, and furnished with ample

rolling stock, consisting of two engines, four coaches, (including the most elegant palace-car on the coast,) one smoking and baggage car, and a number of box and flat cars—the whole number, when put together, making about eighty. Depots have been constructed at Santa Monica and Los Angeles, (the latter being especially large and elegant,) and also at all the intervening stations. Two large reservoirs have been made and about three miles of pipe laid to conduct the water to the town. The Santa Monica Hotel has been enlarged until its former size has been quadrupled. A public park has been laid off, planted and handsomely fenced. Commodious stairways have been constructed, leading to the beach. Two churches (Methodist and Presbyterian) have been erected, and a large school-house, costing, when completed and furnished, about \$5,000, is now in course of building. With the exception of the churches, and about one-fifth of the cost of the school building, the entire cost of the above improvements have been at the expense of the railroad and Santa Monica Land Companies. Almost from the beginning the citizens have had the advantages of a daily mail and a telegraph line. A printing office was established and the first newspaper issued on the 13th of last October, and still continues with a larger circulation than most weeklies in the State. Business of all kinds found in medium-sized towns has been represented from an early day, and at present we may truthfully say that Santa Monica numbers about 300 houses and 800 inhabitants." Mr. J. D. Lynch, one of the editors of the Los Angeles *Evening Express*, has recently spent two or three weeks at Santa Monica, and in an interesting resume of his operations he says: "Enough has been already accomplished to show that Santa Monica can be beautified with flowers and foliage to any extent desired. We were attracted by some gardens which are even already luxuriant. The residence of Mr. Scott, opposite the five-acre plaza, is so ornamented. The *Outlook* office is

surrounded by a miniature grove of Eucalyptus, and its editor boasts of a banana which, protected by wind breaks, has already made considerable progress. The handsome cottage of Col. Crawford will shortly be shielded by his rapidly growing trees, while the Eucalypti planted by Judge Widney last year have made formidable progress." Upon the subject of the capacity of the soil of the adjacent lands, Mr. Lynch says: "As there is quite a general idea that the land in the neighborhood of Santa Monica, and of the San Vicente ranch generally, will not yield a crop without irrigation, we deem it well to mention a few facts. Even on the mesa, so Col. Baker informs us, no one who understands his business has ever planted wheat that has not realized a fair crop. Flourishing fig, pomegranate and peach trees, in considerable numbers, are scattered over the ranch. They have never received a drop of irrigation." Having given Mr. Lynch's views, justice to myself requires me to state that I accept his conclusions, so far as they relate to fruit growing, only with regard to the low-lying portions of the tract. There is probably but a very small portion of the tract which, with abundant water facilities, could not be made to blossom as the rose.

I have presented my readers with sketches of thirty-five different localities. I find, the Ballona, Cienega, Verdugo, and other flourishing and desirable localities on my list for review. This pamphlet originally designed to consist of forty or fifty pages, has already doubled the original estimate. Sketches of what has been accomplished on these tracts would be fully as interesting and show comparatively as marked a growth as those which have been described. The Ballona country especially, is destined to become the seat of a dense and thriving population. The Verdugo region has been demonstrated to be the peculiar home of the fruits of the Temperate Zone; Mr. Crow having

made a very marked success, especially in peach growing. If what I have written seems to be imbued with *couleur de rose*, I wish it to be distinctly understood that I have aimed at stating matters in plain terms. I do not undertake to say that in the course of my travels I have not seen tumble down tenements, scrawny orchards, and here and there a grain field withering and drying up for the want of cultivation and occasionally for want of water. But these have been the exceptions, by no manner of means the rule. One fact stands out. Throughout the county, so far as immediate demand is concerned, there is a surplus. He is a poor economist who does not consider a surplus better than a scarcity. These sketches have been written with a view to induce immigration. This really is the sole purpose. In my notes on Westminster, the reader will see that the Rev. Mr. Strong says: "The dairy interest has been so successful that the tendency in that direction is quite marked. Many of the farms admit of a combination of dairy, stock, chickens and fruit, and so can combine all luxuries and *take advantage of all markets.*" The invitation set forth in these pages is extended to men who can see the pith and marrow in Mr. Strong's remarks. For such men there is room, and to spare, in Los Angeles County. As distinguished from them my friend Col. Olden is accustomed to speak of what he terms facetiously, but most appositely, the "Great American Barley Scratchers." Men who buy twenty, or forty, or eighty acres of land on time, and scratch the surface with a poor apology for a plow, and sow their seed and wait for a harvest, going in debt in the mean time for their meat and butter, milk, eggs, potatoes, fruit, and in fact everything of which the Westminster colonist raises enough for home consumption, and a large surplus besides, for sale. The Barley Scratcher fails sure the second year, generally the first. The men who utilize their land and live within their means, and wait patiently for their orchards to arrive at maturity, their live stock to

multiply and replemish, their alfalfa fields to become well rooted, succeed in Los Angeles County. Else these sketches and notes never would have been written, and I would not have had it in my power to chronicle the erection of several hundred new houses in Los Angeles County for the first six months of 1876. I reserve a subsequent chapter for a notice of the growth and progress of Los Angeles City. I shall next present my readers with a series of articles on special topics, by prominent gentlemen of this city and county.

CHAPTER V.

Commercial Position and Dependencies of Los Angeles City and County.

By R. M. WIDNEY.

The growth and business prosperity of a city or country depends, to a very great extent, upon the tributary commerce.

All wealth comes from the earth, either as minerals or as vegetation. The latter appearing as timber, or forests, or as crops of grain, or as pasture which eaten by animals appears as meat, or hides, or other products for the use of man. Hence the direct products of a locality are one basis of its support and prosperity.

The various localities containing these elements of prosperity that are tributary to any one place constitute such a place a commercial center whose prosperity is only limited by the amount of tributary products.

San Francisco has a commercial area represented by a radius of some 800 miles north, south, east, and extending out into the Pacific Ocean to the west. Chicago, and New York have still larger areas, more

densely settled, and more thoroughly cultivated. We do not claim that Los Angeles will ever rival these. They are only mentioned to illustrate the principles.

With these principles in mind, attention is first called to the productive capacity of Los Angeles County. If the various parts of this county were brought under cultivation to their greatest extent, and the products exchanged for wheat, they would purchase about 30,000,000 *bushels of wheat annually*; valuing it at fifty cents per bushel, would equal \$15,000,000, as the annual income of this county. This maximum will never be reached, but the future prosperity of the county, with such a maximum, is greater than if the maximum was only half that amount. At present not one acre in ten is under cultivation, yet there is already one city with some 15,000 inhabitants, and some thirty-five villages within a radius of thirty miles, as shown in Chapter IV, page 32. This condition of things existing in a county developed only to one-tenth of its capacity, shows a safe margin for future growth and prosperity within the county alone.

The tributary commerce of regions lying back of this place will be controlled by the lines of transportation and cost of transportation.

Bear in mind that Los Angeles County fronts on the Pacific ocean, in a latitude where for nine months in the year ships can lie in perfect safety on the open ocean front; *not a storm*, or a heavy surf, during that time; they may load and unload, with lighters, on a frontage of forty miles. There are also two rival harbors, Wilmington and Santa Monica, with railroads to each. It will be seen that commercial connection, by means of the ocean, with the ports of the world is open and safe. Cargoes can be received and discharged here at as low ocean freight as in San Francisco. This is the commercial opening on the west.

To the north extends the Southern Pacific Railroad, connecting with San Francisco and the whole northern system of railroads in this State, and by the

C. P. & U. P. R. R., extending beyond the mountains, and connecting with the entire system of railroads in the east. On this line of railroad north from here it is a down-hill grade from Tehachepi summit, one hundred miles to tide-water at our harbors. From the same summit it is nearly three hundred and fifty miles to tide-water at San Francisco.

By examining the map, the reader will see that from Tehachepi Pass, the Siérra Nevada Range of mountains runs northerly for hundreds of miles, rearing an impassible barrier to the transportation of all material east of the range, except through this pass or on the Central Pacific Road.

Therefore Southern Nevada and the adjacent parts of California, with all their mineral wealth, must reach this line of railroad at Tehachepi Pass, three hundred and fifty miles from San Francisco and one hundred miles down grade to Los Angeles tide water. The area of this region referred too is about 15,000 square miles.

The entire commerce of this area has been brought by teams to this southern part of California, and owing to the mountain ranges must always reach Tehachepi as the nearest railroad point.

The next line of road of the Southern Pacific extends east into Arizona and across the continent. Six hundred miles reaches to the east line of Arizona, a country rich in ore.

This road is of easy grade, nearly level, free from snow, and reaches Los Angeles as the first and nearest point on the coast. A distance of one hundred miles on each side of this line of road does, and always will, transport its freight over this line to tide water. This represents an area of some 120,000 square miles.

There is a large are of country lying northeast from here, between this and Salt Lake. An easy down grade, with no abrupt mountains, makes this the natural outlet to the ocean for some 100,000 square miles or more. Coal and iron abound in vast quanti-

ties. Persons who are acquainted with this region allege that in one locality there is iron ore enough in boulders on the surface of the ground to supply the United States for years. With the adjacent coal for reduction and manufacturing purposes, this is destined to be the iron center for railroad and mining machinery of the interior of the continent. Situated at a great altitude it is down grade to all points of consumption. This region will be opened up by railroad from Santa Monica, *via*. Los Angeles City, to Salt Lake.

This interior area of some 235,000 square miles, equal to the aggregate area of Illinois, Indiana, Iowa, Kentucky, and Ohio, opens by down grades to tide water at Los Angeles as its nearest point.

It is not necessary to review at length the mineral resources of this vast tract of country. It is a matter of general notoriety. With railroads radiating from Los Angeles through this area of county we are safe in saying that this is the point from which this commerce can be handled.

The surplus products of this county and adjacent counties will forever find a market in this vast interior region, while our semi-tropical fruits will find their way far east, during the winter season, when other fruits are out of the market.

When we consider the effect of cheap freights, in population and developing this interior empire, we may forecast the future to some extent.

Those who have the energy and capital, with the ability to organize and operate vast enterprises in commerce, or in handling ores, will find a fine field in this direction.

With railroads radiating from the ocean at Los Angeles County, back through 236,000 square miles of country rich in minerals, and for which, area, owing to impassible mountain ranges, there is no competing sea port, and owing to the productive capacity of this county we are safe in estimating great growth and

increasing prosperity, not only for those here, but for those who come, with the ability and means to handle the various enterprises that are the natural results of such growth.

In this connection we refer the reader to Chapter II, pages 7-17, showing the actual and proposed lines of railroads through the region referred to in this article. Also refer to the articles on harbor and shipping.

CHAPTER VI.

The Banking System of Los Angeles.

BY GOVERNOR J. G. DOWNEY, EX-PRESIDENT FARMERS AND MERCHANTS' BANK OF LOS ANGELES.

"Banks and Banking," the subject assigned me, is one which, to do it justice, would require more space than the pamphlet designed by the Chamber of Commerce will permit me to occupy. Towns in this State of much less importance than Los Angeles have had banks and bankers from the very organization of the State, and long before its admission into the Union, while we have been without banking facilities until within a brief period. The cause of this, perhaps, may be attributed to the larger proportion of our population being native Californians. The American population was composed principally of young men without much financial experience, and the old American and foreign pioneers, many of them wealthy, had the experience only of mountaineers and trappers, and the idea of establishing a bank, to them, was simply preposterous. The result has been that from the year 1849 until 1868, Los Angeles was without a bank, save the small facilities offered, in the way of exchange, by Wells, Fargo & Co. Every merchant who had a safe was a repository of money belonging to friends. During the three years of active business of my own, 1851, 1852 and 1853, I used to have in my safe \$200,000; each depos-

itor putting in his sack or bag, of buckskin, filled with gold dust, or fifty dollar octagonal slugs, tying with a string, and taking no receipt, and when he wanted money he called for his bag, took out what he wanted, and placed it back again. I have since often reflected what an excellent opportunity there was of establishing at that time a banking business of the most profitable character.

Acting upon the necessity that was always apparent to me for a bank in Los Angeles, I tried to induce some Los Angeles friends to join me, not having sufficient funds myself. They all laughed at me, and I well recollect the consolation I received from an intimate and dear personal friend. It was this, "I hope, Downey, that you and I will never see a bank established in Los Angeles. We have gotten along so well without one." I then turned my attention to some friends in San Francisco, and Col. Hayward started, in February, 1868, his son, James A. Hayward, as a partner of mine, our capital being \$100,000. We had flattering prospects and did admirably, but young Hayward entered into mining business and promptly invested his entire capital in trying to develop the Soledad gold mines. This necessitated a dissolution of the partnership of James A. Hayward & Co., John G. Downey continuing the business, assuming and paying all liabilities of the old firm. In the month of September, 1868, was established the firm of Hellman, Temple & Co., Bankers, who continued in business until March, 1871, when the firm was dissolved and the business was continued by I. W. Hellman, who assumed and paid all the liabilities of the old firm. On the 10th day of April, 1871, was opened the Farmers' and Merchants' Bank of Los Angeles, a joint stock company, uniting the capital of I. W. Hellman and John G. Downey with that of newly associated stockholders and the friends of the two old banks, John G. Downey being elected President and I. W. Hellman Cashier. This institution has since progressed in usefulness and

wealth, and, without interfering with the individual business, and private means of its stockholders, has paid up its capital stock, or nearly so; much of which has come from accumulated earnings. It has carefully steered clear of speculation, and its officers and directors have had no accommodations not accorded to other responsible parties. I was induced to enter into this new corporation by the advice of A. B. Chapman, Esq., on the ground that individual banking was neither safe to depositor nor proprietor; as, in the event of death, or incapacity of the proprietor to act, bad results might ensue from tying up of assets by administrators, and other contingencies to which a corporation is not liable. Events which have since transpired have convinced me that individual banking is not safe, and that there cannot be too many safeguards thrown round institutions that open their doors for the reception and faithful keeping of the earnings alike of the poor and rich, the widow and orphan. The individual responsibility of stockholders, and the individual responsibility of a board of directors in guarding the management of the affairs of a bank should by law be made binding, and no shifting of responsibility by a directory to the shoulders of the president, cashier or manager, should be tolerated for one instant.

In chronological order the next bank established was that of Temple & Workman. They commenced with a very limited cash capital, say \$50,000, and a credit at the London and San Francisco Bank, limited, for \$100,000. The well known reputation of Temple and Workman for wealth secured a public confidence which, if used prudently, would have resulted happily. Unfortunately the rules of banking were neglected in many particulars, and the result has been disastrous to the founders of the bank, placing in jeopardy a noble property and entailing upon those who confided in the integrity and good management of those gentlemen, great loss, and in many humble cases total ruin.

The Los Angeles County Bank (savings) was established in 1875, with J. S. Slauson as manager, having duly incorporated, with a paid up capital of \$300,000. It meets with great favor, and promises to be of great use to the community.

At the close of the year 1875 was established the Commercial Bank of Los Angeles, M. S. Patrick, President and E. F. Spence, Cashier. Mr. Spence is an old banker, understands its management in detail, and the institution will be conducted on strict banking principles.

With this little historic sketch of banking in Los Angeles, which may be of interest to many not familiar with our early history, I will state that our banking facilities have not kept pace with our necessities. The tax-roll of the county will foot up \$20,000,000, when an approximate fair assessment is made—\$100,000,000 would not purchase the property of the county, and yet our banking capital does not exceed \$1,000,000. I wish to illustrate what our ideas were in 1868 as to the necessity of banking facilities, and what our wants and capabilities are in the morning of our Centennial year of 1876. My own ideas about banking is that, it is of great use to a community, facilitating all the business operations in life incident to an intelligent condition of society. It is the Parnassus of commercial ambition, and the relations connected with it sacred and solemn. My experience with it is pleasant and agreeable, and I am sure its profits sufficiently encouraging to attract men of means to enter the same pursuit, as our securities are abundant and constantly appreciating, and a future that seldom promises such happy rewards. All this, with a climate and soil and corresponding products not to be found anywhere else on the North American Continent, where every day in the year man can put forth all his energies mentally and physically without weariness or lassitude, and where we are peculiarly free from all sudden changes in temperature or violent agitations of the atmosphere.

CHAPTER VII.

History and Statistics of Bee Culture in Los Angeles County.

BY JOHN T. GORDON.

In March, 1853, the first bees were introduced into the State of California. September 4th, 1854, the first hive of bees was introduced into Los Angeles. The party importing the same paid \$150 for it in San Francisco, on the wharf, when it was landed with a number of hives shipped from New York, via the Isthmus. In April, 1855, this hive cast out two swarms, which were sold for \$100 each as they were clustered on the bush, without hiving. The honey sold from this early source of supply commanded \$1.50 per pound.

From this small beginning the bees gradually increased to about 3,000 hives in 1873. In the fall of 1873 the first Bee-keeper's Association on the Pacific Coast was organized in this county, of which I was chosen President. The Association gave a decided stimulus to bee culture in the county. At the present time it is estimated that there are in the county of Los Angeles between 15,000 and 20,000 hives of bees, producing an average annual yield of 100 pounds to the hive—in exceptional cases a much heavier yield. I have heard of one Apiary of 70 stands, near San Fernando, producing this season, (to the present date,) 28,000 pounds, or 400 pounds to the hive.

The annual product of honey in this county is over 1,500,000 pounds; market value, \$150,000; 37,500 pounds beeswax at 20 cents per pound, \$7,500.

Bee-keeping is but in its infancy in this county. It is capable of an indefinite expansion. The entire acreage, mountain, plain and valley, abounds in honey producing plants and flowers. April, May, June, July and August are the most prolific honey-producing

months, yet the other months yield an abundance for the consumption of the colonies.

The quality is unsurpassed for domestic consumption. One-half of the annual product is sun-strained; one-fourth is extracted by machinery, without destroying the comb, and the rest is put upon the market as comb honey. Quite an amount of Los Angeles honey is seeking a market in the eastern cities, but the freight is so heavy, via San Francisco and thence across the continent, it leaves but a small margin for the producer. When the *Southern* trans-continental R. R. is completed to Texas, this county will have an ample market for all its honey product.

In January, 1855, I introduced 15 hives of Italian bees into this county, and their marked superiority over the black or German bee is attracting deserved attention. From this stock, the Italian colonies in this county have increased to 500 stands.

CHAPTER VIII.

NURSERY BUSINESS.

BY THOS. A. GAREY.

To the President and Members of the
Chamber of Commerce, Los Angeles—

GENTLEMEN: In compliance with your request that I should furnish an article on the Nursery Business, etc., in this county, I submit the following:

First—"Number of Trees." In regard to the number of trees now in the Nurseries, they aggregate, perhaps, say three to four millions, including all varieties of both Temperate Zone and Semi-Tropical trees, the "Co-operative Nursery & Fruit Co." of Los Angeles County carrying a stock of about three quarters

of a million, "Garey & Co." and my own individual Nurseries aggregating over one million.

Second—"How Raised?" The manner and style of raising our nursery stock is practically similar to the best and most scientific Nurseries of the East, as regards Northern fruit trees. Our Semi-Tropical management is the outgrowth of practical experience. An innovation in the grafting and budding of orange and lemon is now being practiced, which will undoubtedly, in my opinion, result in early bearing and better quality. I have, in my experimental grounds, more than sixty varieties of citrons, some half dozen of which have proven to be superior to our seedling varieties.

Third—"Value of different kinds at different ages." Orange and lemon, at four years old, are now worth from fifty cents to one dollar each, wholesale; at five years old, good trees, in quantities, are selling at an average of one dollar each in the Nurseries. Limes, at four years, are worth fifty to seventy-five cents each. This is a great reduction from former prices, and the prospect is that they will continue to decline in value until they will be in the reach of all who wish to plant orchards. Apple trees, at two years' old, are worth, wholesale, twenty to twenty-five cents each; at one year, eight to twelve and one-half cents each. Pear trees are worth, at two years, fifty cents; at one year, thirty cents. Peach, two year, twenty-five to thirty cents; at one year, twenty to twenty-five cents. Plum, prune, cherry, apricot, nectarine, etc., two years old, thirty to forty cents.

Fourth—"Demand for." The demand for Semi-Tropical trees has been in excess of the supply, until recently; at present the supply is in excess of the demand. A demand for new and rare varieties is springing up and increasing rapidly. The demand for apples, peaches, pears, etc., is quite brisk, a far greater number having been planted the past summer than ever before.

Fifth—"History of the business." My friend and

neighbor, O. W. Childs, I think, deserves the credit of being the Pioneer Nurseryman of Southern California. The business prior to 1865, was conducted on a very limited scale. The aggregate number of trees in nursery at that date would probably not have exceeded one hundred thousand. From 1865 to 1870 the business increased slowly and steadily; 1870 to 1876 the increase in nursery stock and the demand therefor was perhaps beyond parallel in the United States. In 1873 my own gross sales amounted to seventy-five thousand dollars; 1874 to 1875 my gross sales amounted to about fifty thousand dollars annually. This present year, 1876, the sum total foots up between forty and fifty thousand dollars. The amount of sales of other Nurserymen I have no means of ascertaining. The total amount of sales for the last three or four years may, however, safely be set down at the round sum of \$200,000 annually. From the production of 10,000 trees in 1865, I now have, as before stated, under my own control, more than 1,000,000 trees. From one established Nursery prior to 1875, we now have some ten to fifteen. As to those who have just commenced, and are about to commence, their name is legion. Although the demand for trees increases annually, it is sadly out of proportion to the production. The result of this tumultuous rushing into the business has had at least one beneficial effect, the reducing the prices of all kinds of trees, and the prospect now is that in less than one year trees can be bought for less than their cost of production. This will stimulate orchard planting, and tens of thousands will be planted where only hundreds would have been at old time prices. Hence the country is benefitted. Fruit unquestionably being our great staple, the planting of orchards should be encouraged in every possible manner. A few thoughts on the disposal of our fruits and I am done. The fact is apparent, and admits of no argument, that the orange producing acres as compared to the non-producing acres of this fruit in the

United States, is as one to a million, hence I argue markets for the profitable disposition of our oranges, lemons and limes, will open up to us by building of Railroads, etc., faster than our orchards can increase. The market for green fruits of the temperate climate varieties would undoubtedly be overdone in a short time if it were not for the practicability of placing them on the market in a dried and canned condition. Our apples, peaches, pears, figs and grapes, have a world-wide reputation, not only for size and beauty but for superiority in flavor. Our dried and canned fruits will always find a ready sale in all the markets of the world. In my opinion, in view of the rapid increase of our population and the wonderful improvements in fruit-drying machinery, the business of producing these kinds of fruits will be a remunerative one for an indefinite period. Apples and peaches now bring in our market, one to three dollars per bushel, and we are only beginning to propagate the finer and more desirable varieties; but as stated, the surplus will soon have to be dried. In conclusion, I would remark that we have proven that we have a soil and climate unsurpassed for the production of Semi-tropical and ordinary fruits of *all kinds*. Our capacity for production is almost unlimited, the area of rich productive soil, awaiting the labor and energy of thousands of families, astonishes the tourist and settler. Ours is the land where they can not only "sit under their own vine and fig tree," but also enjoy the most healthy and salubrious climate upon the planet.

CHAPTER IX.

Cultivation of Semi-Tropical Fruit.

BY J. DEBARTH SHORB.

To the Chamber of Commerce of Los Angeles—

GENTLEMEN : The cultivation of semi-tropical fruits originated, as did all the other important agricultural and horticultural interests of the State to-day, with the Missionary Fathers, but the wine interest has only assumed large proportions during the last ten years. The orange, lemon and lime trees flourish and thrive well, producing good merchantable fruit, on a great variety of soils, but a deep, light, gravelly loam seems best adapted for the production of large and well flavored fruit, and continued health of the trees.

On soils of an argillaceous character, of moderate depth to the "hard pan," or sub-soil, the trees do not preserve as vigorous condition, or produce as bright and sweet fruit, as on the loamy soils; nor do I think they would attain the great age they have been known to do in this county, and in parts of Europe.

The number of orange trees planted to the acre is from 49 to 69, or 30 to 25 feet apart each way. I consider, however, the lesser number and greater distance apart to be better, as the orange roots are wide spreading, and require this space to perform their part in the economy of the life of the tree. We have, however, trees on this property that are fully forty years old, and eighteen inches in diameter, that are still vigorous and yielding immense crops of good fruit, although they are but twenty feet apart; the conditions, however, being exceptionally favorable, and therefore not effecting the rule. An orange seedling requires about ten years of age from the "seed" before it bears remunerative crops; but here proper care and cultivation may lessen this time by at least one or two years; while indifferent care and cultivation may extend the time

quite as many. Budded or grafted trees produce fruit much earlier than the seedlings; the same general law applying to them as to fruit trees of temperate zones.

Grafts or seedlings can always be purchased from three to five years old, from the different nurseries, at moderate prices; and hence the orchardist has at most but a few years to wait for the result of his time, labor and expenditures.

The ground between the trees can be used for general cultivation without injury or detriment to the growing trees, providing a small space is left on both sides of the trees for the proper extension of the roots. I do not recommend this course, however, unless on account of limited means and land, the orchardist requires to cultivate his ground to assist in the support of his family. The cultivation of the soil, preparatory to planting the trees, should be thorough and complete, and the holes to receive the trees should be large and deep, for many obvious reasons.

The present manner of irrigation and amount of water required, differs widely, according to the character of the soil upon which the trees are planted, and also depends upon the subsequent cultivation.

The trees, when young, are generally irrigated by making a ring of earth around the tree from six to ten inches deep, and from five to ten feet in diameter. This ring being increased in size each year to correspond to the increased growth of the lateral or surface roots. At proper distances small ditches are run with a plough (a single furrow is sufficient), connecting with the rings of earth, and through these ditches the water is carried and distributed to each tree, filling up the rings with as much water as the tree requires at the time, which necessarily varies according to the atmospheric conditions.

After the ground has become sufficiently dried within the rings, the ground is broken with a hoe and the surface pulverized, to prevent evaporation of the moisture and "baking" of the soil. When the topography

of the ground admits, another plan is adopted in irrigation by throwing up borders of earth between each row of trees, so as to hold the water in check, and from head ditches run at right angles the water is turned on between the borders and allowed to flood the surface for sufficient time to thoroughly soak the ground; breaking the ground, as before described, and for similar reasons. When the land is of a clayey nature, and trees are well grown, I would always recommend irrigation of the entire surface, so as to give the required moisture, ploughing and pulverizing the soil afterwards.

The amount of labor required, and expense incurred in irrigation, by either method, differs but little, and should not exceed the sum of ten dollars per acre for the entire irrigating season, including the cost of cultivation of the soil. By a proper system of piping, which is now fast taking the place of open ditches, a thorough revolution in the methods of irrigating will necessarily follow. I believe, eventually, where it is possible to obtain the necessary pressure on the pipe, that the trees will be irrigated by throwing water on to the tree, which is of vast benefit to them and the growing fruit, thereby closely imitating nature's method, which is the best.

The production of orange trees, in this county, varies as much as the average of cereals or fruit crops in the Eastern States, and this is due, principally, to the same causes—the position and fertility of the soil, the care and cultivation by the owner.

By very careful estimates made in 1874, of the crops on an orchard of 436 trees, 309 of which were twelve years old from the seed (the balance being too young to bear), I obtained as a net result, over and above cost of transportation to San Francisco, commissions on sales, etc., \$20 50 per tree, or an average of \$1,435 per acre.

I do not claim this amount as an average crop or result, but I do think that with proper care and atten-

tion, the average can be made to equal \$1,000 per acre on trees of twelve years of age. I have seen trees on our property that have yielded over 3,000 oranges per tree, which sold at \$20 per thousand would give, per acre, a result of \$4,140. The average price, for the past five years, throughout the county, to those who have shipped their fruit, has been between \$20 and \$25 per thousand; the present year the average will likely exceed this sum. I see no reason to doubt but that the market will remain the same for many years to come.

The area upon which this culture can be successfully followed is necessarily limited; the population and consumption in the State and adjoining territories is rapidly increasing each year; new markets are opened up to us through the energy of the Southern and Central Pacific Railway Directory, in extending their lines, and therefore I think the consumption will keep pace with the production and sustain the present market price. Another and most important reason to sustain this opinion rests in the fact that on this coast the oranges remain for a period of at least four to six months on the trees after they are matured without decay, thus giving us that period to ship in, while other orange-producing countries are compelled to ship their fruit as soon as it is matured, and very often before; hence the demoralized condition of the orange market in our eastern cities at certain seasons. While other countries are compelled to gather their entire crop in a very limited time we can supply the market only as fast as the consumption warrants.

Our oranges are remarkable for their good keeping qualities when packed for market. I am indebted to Mr. Wm. Pridham, Agent of Wells, Fargo & Co. of Los Angeles, for the following statement establishing this fact: "Eight boxes of oranges were gathered and shipped from my orchard about the last of March, 1875, to Wells, Fargo & Co.'s agents in London, Messrs. Eiris & Albin. They were shipped to San Francisco

by steamer, thence overland to New York, and from there by steamer to Liverpool, where they arrived in perfect order and condition, not one being decayed, and gave such universal satisfaction that another shipment has been made lately, to the same destination, with I hope similar results.

The lemon culture and its results correspond to those of the orange; with the exception that it comes into bearing earlier and does not require as much irrigation. In fact, it is almost an established principle in my mind, that the lemon requires no irrigation whatever. The lemon is indigenous to the dry, arid sands of Syria, whence it was carried to France, and from there distributed over the world; and to undue forcing out of its natural condition may be attributed the diseases to which it is at present subjected in France, Italy and California.

The lime interest promises excellent results, but its future financial position remains to be established. They thrive well, produce most excellent fruit, but the market for them is not reliable.

Of late years the walnut interests have been discouraging, owing to some temporary causes not yet demonstrated, but in as much as we did produce, a few years ago, the best walnuts, and which brought the highest prices in the San Francisco market, I believe we will do so again.

LAKE VINEYARD, 1876.

CHAPTER X.

VINES AND VINEYARDS.

BY J. DEBARTH SHORB.

To the President and Members of the
Chamber of Commerce of Los Angeles—

GENTLEMEN: Your committee, to whom was entrusted the preparation of the article on grape culture, having failed to send in their contribution, I have, at a late hour, been requested to furnish it for your pamphlet.

I regret that the limited time and space afforded me, together with the loss of statistical notes made with care, prevent me from giving to this subject that thorough treatment it deserves, and which your readers might reasonably expect. A hastily drawn article is therefore all I can offer in place of what, under other circumstances I would have been pleased to furnish you. The grape interest is, I consider, of more importance to California, and will, I believe, be productive of more wealth, than all its other agricultural or horticultural interests combined. From the foot-hills of the Sierra Nevada north, to San Diego south, all the native and European varieties of grape, of recent introduction, flourish well and produce perfect berries.

By the proper selection of vineyard sites it makes available an enormous area of land not suited or adapted for any other purpose; for the vine not requiring irrigation, we can chose rolling lands or abrupt hill-sides upon which nothing else could be profitably grown. And possibly of more importance is the consideration of the fact that this interest, in its different branches, furnishes labor and occupation to large numbers of men, women and children during most of, if not the entire year, and hence supplies the means of supporting a large population, which at least is the great element of power to a country or nation.

The grape was introduced into this State by the early Missionary Fathers from Spain, and they naturally planted only such vines as would produce the wines they were accustomed to use in their own country. They therefore propagated the Mission grape, which carries at maturity from twenty-four to thirty-two per cent. sugar (Balling scale), thus producing a wine of high alcoholic qualities, requiring several years to ripen, before reaching a proper degree of perfection. All the vineyards established in the State for years were planted with the Mission grape, and owing to want of knowledge and experience in many instances, these vineyards were located on the rich valley lands, where the ruinous system of irrigation could be easily followed; and as a natural result they produced large crops of watery grapes. Coupled with this the absence of care in fermentation, bad packages, and placing badly made wines on the market, immatured, created a strong prejudice against all California wines among the wine drinking people of the world. This has taken years to change. Guided by the light of experience and a more general dissemination of knowledge of the laws governing wine making, the earlier mistakes have been rectified and avoided, chemical knowledge taking the place of ignorance and superstition in the manufacture, clean, new pipes in the place of soured or musty ones. Retaining the wines in the cellar until at least the process of fermentation was completed, and by introducing all the best foreign varieties of grapes, the grape interest of California has steadily advanced, and today we can justly boast of wines and brandies comparing very favorably with the French and Rhenish wines of Europe.

Time and care are the great essential elements in developing this interest; and possessing a soil and climate better adapted to the perfect maturity of the grape than any other part of the world, I believe, in the next decade, we will produce the best wines of the world, and the fault will certainly be ours, and not for

want of advantages, if my predictions are not realized.

The preparation of the ground and planting the vine is very inexpensive, costing no more than for corn in the Eastern States. The vine grows rapidly, and most of the foreign varieties come into profitable bearing in the third year. Owing to our perpetual sunlight from May to December, and the absence of moisture in our atmosphere, we are not compelled to train the vines to stakes or trellises to prevent mildew, but by pruning back, make the vine support itself, as in portions of Spain.

As for an average crop of grapes, on vines of six to ten years old, it can safely be placed at seven or eight thousand pounds per acre—many of the foreign varieties yielding much larger returns. As the vines grow older they increase in productiveness. Vines on the Lake Vineyard property, now sixty years old, are producing from 25,000 to 30,000 pounds per acre, and this without the use of any fertilizer whatever.

The expense of pruning, cultivating, picking, and delivering (to cellars at convenient distances) the grape crop, ranges from \$16 to \$20 per acre, when done by contractors with hired labor; parties doing their own work can, therefore, save a great part of this expense. The vineyard owners in our immediate vicinity have for many years obtained a net income of about \$50 per acre on their sales to the manufacturers, but for the past two years, owing to the unprecedented commercial depression in all the wine markets of the world, these results have not been sustained.

The raisin interest is fast growing into importance, and is now claiming the attention of men of capital and industry. The raisin manufacturer's estimates of net income per acre is enormous, but in the absence of any reliable data from others, or personal experience of my own, I withhold any statements. The quality of the rasins produced is certainly as good as I ever saw of European production.

Our brandy interest has suffered severely from

mischievous, illconsidered and unfriendly legislation on the part of the Federal Government, and although strong and persistent efforts have been made to enlighten the minds of our National Legislators, and induce them to pass such laws for our relief as the necessities of the case and the best interests of the Government demand, until recently we have been able to obtain no redress or assistance. It is almost useless to state that the existence of onerous laws has had an almost prohibitory influence on the development of this industry, and has prevented many from embarking their capital and energies in a business hemmed in by vexatious exactions and regulations. The Little Tariff Bill, imposing a specific tax of forty cents per gallon on all imported wines, and the recent law passed, allowing us to bond brandy for three years without paying duty, will be of great advantage to us, and will eventually make our brandy business as profitable as the wine.

It may not be amiss to state here, that during my late visit East I found that California wines have made great progress in increased consumption and favor during the past year, and so marked has this been, that many importers of the low grade wines have discontinued further importations. But with all our wonderful opportunities and natural advantages, we require more people to develop this industry, and make it the great source of wealth to this State and Nation it must eventually become; for it should be remembered that the happiness, strength and prosperity of an age and people depend more upon the uses the human family make of the resources that subserve the ends of civilization and wealth, than upon the abundance of the resources themselves.

CHAPTER XI.

THE EXPORTS AND IMPORTS OF 1876.

The general statements and statistics embodied in "The County Sketches" and other papers of this pamphlet, are fully borne out, so far as they indicate a steady, healthy growth in all the material elements of the prosperity of this section by the following exhibit of the Exports and Imports handled by the Southern Pacific Railroad, for the six months ending June 30th, 1876, for which I am indebted to Mr. Chas. F. Smurr, Local Freight Agent of the Los Angeles Division of the Southern Pacific Railroad. The figures are as follows:

IMPORTS.

Lumber, feet	8,641,880
Laths, number	1,166,300
Shingles, number	3,029,750
Shakes, number	394,324
Fence Posts, number	36,396
Coal, pounds	1,139,860
Live Stock, pounds	18,500
Merchandise, pounds	16,624,392

Total, in pounds	52,171,131
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Total, in tons	26,085½
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To the above must be added imports on account of the Southern Pacific Railroad and Western Development Companies, including railroad lumber, iron, coal and general merchandise, amounting to—tons

13,082

Total of Imports for six months ending June 30th, 1876—tons	39,167½
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EXPORTS.

Beans, pounds.....	95,266
Brea, pounds.....	3,972
Brandy, pounds.....	93,900
Oil, pounds.....	156,493
Bullion, pounds.....	28,529
Fruit, pounds.....	714,289
Honey, pounds.....	199,004
Hides, pounds.....	276,137
Hops, pounds.....	7,662
Grain, pounds.....	9,355,226
Hay, pounds.....	40,000
Mill-Stuff, (bran, shorts, corn meal, etc.) lbs.	658,231
Live Stock, pounds.....	362,250
Merchandise, pounds.....	520,081
Vegetables, pounds.....	284,481
Wool, pounds.....	3,382,833
Wine, pounds.....	1,186,743
	<hr/>
Total, in pounds.....	17,365,097
	<hr/>
Total, in tons.....	8,682½

By turning to the tables of Imports and Exports for 1875, pages 29, 30 and 31, it will be seen that the former amounted to 34,178 tons, and the latter 14,841 tons. Taking the imports for the first six months of 1876 as a basis for the entire year, exclusive of the railroad material and lumber, amounting to 13,082 tons, and it would show a total at the end of the year of 52,171 tons. To the above must be added the imports via Newport Landing, Anaheim and Santa Monica. The imports of general merchandise, lumber for private hands, and lumber and railroad material for the Southern Pacific Railroad, and Western Development Companies, for the first six months of 1876, amounted to 39,167½ tons. For the correct understanding of the tables of exports and imports, found in other chapters

of this book, it is deemed proper to state that the railroad company compute the lumber handled, at three and one-half pounds to the lineal foot.

Taking the exports for the first six months of 1876 as a basis, it will be seen that at the close of the year they would amount to 17,364 tons, showing that we have very nearly repaired the loss of the four thousand tons, and more, of bullion from the Cerro Gordo and other mining regions, deflected from us in 1875, by the completion of the Southern Pacific Railroad to Caliente, and replaced it by the products of the soil, the sheep fold and the stock farm. The increase in the exports of this county for 1876, as indicated above, would be over thirty per cent., but it must be remembered that a larger area has been sown to grain this year than ever before, great numbers of fruit trees will bear for the first time, and that the bulk of this year's productions is to find an outlet between July 1, 1876 and January 1, 1877, so that at the end of the year it may confidently be expected that the showing will be still more favorable. This estimate does not include the exports via Newport, Anaheim Landing and Santa Monica, which will probably swell the aggregate of exports to at least 20,000 tons, if not more.

In addition to the above, the Southern Pacific Railroad has moved, during the six months ending June 30th, 1876, 8,092 $\frac{7}{8}$ tons of local freight, making a total movement of 55,943 $\frac{7}{8}$ tons over their several branches for that period.

The annual statement of the total tonnage moved by the Southern Pacific Railroad, during the fiscal year ending June 30th, 1876, as furnished to me by Mr. Smurr, foots up as follows: Pounds, 232,601,422; tons, 116,300.

CHAPTER XII.

IRRIGATION.

The question of irrigation is one which occupies a prominent place in the future of California. The most accomplished civil engineers in the State have devoted much time and labor to the consideration of the best means of storing and supplying for use, not only the perennial streams of water with which many portions of the State are abundantly supplied, but the annual rainfall. As yet, the results, although if considered singly, they are of great importance, are but slight beginnings of what will be accomplished. Here in Los Angeles County, the future capacity of the soil for the sustenance of a dense population depends very largely upon the adoption of proper methods for husbanding the large supply of water which is available.

By way of introducing the subject, which can only be glanced at, I quote the following from a letter written by Mons. A. Manier, to the Pall Mall (London) Gazette, in which he sets forth the advantages to be derived by France from the construction of a grand maritime canal through that country. Mr. Manier says: "For many years the farmers of Guienne and Languedoc have been asking the benefit of irrigation for their land. M. Herve Mangon, in his *Etudes sur les Irrigations de la Campagne*, has shown them how this want can be satisfied in a country of small farming. They know besides, that Italy, where about one million of acres are regularly and artificially watered, has greatly benefitted by the practice. *Within a triangle drawn from Milan, Pavia and Lodi, each side of which is only twelve and a half miles, the land kept in 1855, about one hundred thousand head of cattle, as many fat pigs, and 25,000 horses, which is exactly as much as there could be seen in the department of Haute Garonne, the area of which is thirty times larger.*"

Let the reader compare the area above mentioned with the area of Los Angeles County which can be irrigated, and forecast the future of this section for himself.

There is a very unsatisfactory lack of data upon which to base reliable estimates of the area of land which can be made susceptible of abundant irrigating facilities in Los Angeles County. At the best it is only possible to generalize upon the subject. Take, however, one example among many. Governor Downey, in an address delivered in Los Angeles in 1873, referring to the subject matter of this chapter, and speaking of the supply of water furnished by the San Gabriel river, said:

"I have given the system of irrigation much thought; I have had much experience in the distribution of water; I have had friendly litigation as riparian proprietor, with my good friend, ex-Governor Pico. Fourteen years ago he had a few straggling Sonorenses cultivating, perhaps, in all, 1,000 acres, and he could not obtain water below him to irrigate sixty acres; he declared there was not water enough for himself. There are now 12,000 acres in cultivation on what was then my farm, and with proper management we can irrigate to the sea with the same supply that then existed. The same example will apply to the Los Angeles and Santa Ana rivers."

There are three rivers in this county, the Santa Ana, the San Gabriel and the Los Angeles. The waters of the former have been utilized to a very great extent already. The building up of the flourishing towns and settlements of Anaheim, Orange, Santa Ana, Tustin City, Orangethorpe, Fairview and others are due to the construction of ditches fed by the waters of this stream. What has been accomplished, however, has proved inadequate to the large and constantly increasing demand for irrigating facilities. Within the past year a consolidation of corporate and district interests has been effected, under the name of the Cañon de

Santa Ana Water Company. The sum of \$45,000 has been expended by the company, and an area of land amounting to 25,000 acres, never reached before, has been placed under the genial influences of an abundant supply of water. When completed, and the work is being pushed rapidly forward, the ditch will be fourteen and one-half miles in length, and will supply water to 25,000 more acres. Statistics as to the amount of land irrigated by the San Gabriel river are lacking. The settlements of Duarte, Asuza, El Monte, Los Nietos and others, are supplied from this source, which is but imperfectly utilized. A very few years ago the waters of the Los Angeles river was considered inadequate for the irrigation of the few straggling orchards and vineyards within the city limits. At this day, under the wasteful system of open zanjias, or ditches now in vogue, the city derives a large revenue from the sale of water far beyond the city limits. By order of the Municipal Government, surveys have been made, looking to the construction of a submerged dam across the river, by which it is estimated that not less than 19,000,000 gallons will be added daily to the present supply. It will be but a short time before the work will become a necessity; as the result of the increase of our population, and it will follow as a matter of course, that the present wasteful system will give way to either cemented aqueducts or iron pipes, and in the nature of things the same course will necessarily be adopted with the waters of the Santa Ana and San Gabriel rivers, and Governor Downey's prediction that we will be able to "irrigate to the sea," will become an accomplished fact.

In the direction alluded to above, much has already been accomplished. The San Gabriel Land Company, under the energetic supervision of J. DeBarth Shorb, Esq., have constructed nearly four miles of cemented ditch, which discharges a perennial supply of water, into a reservoir holding three million gallons, by which a very large area of land of unsurpassed

fertility has been placed upon the market, after lying practically useless for centuries. The Alhambra tract, immediately adjoining, has a reservoir holding 1,000,000 gallons, supplied by iron pipes, and distributing its waters by the same means, over a tract of several hundred acres, which has been sold at from \$75 to \$100 per acre within the past twelve months. The amount expended upon these two valuable adjuncts to our irrigating facilities, is between \$25,000 and \$30,000.

The Indiana Colony have expended in their corporate capacity, about \$25,000 in the construction of two reservoirs of the capacity of 3,000,000 gallons, with three miles of iron supply pipe, the first mile being 11-inch and the rest 7-inch pipe. Over two miles of distributing pipe have been laid by the company, and private parties have spent about \$10,000 in making connections.

The ancient Mission village of San Gabriel, which possesses, with its adjacent lands, imprescriptible rights to a certain flow of water which hitherto has been altogether inadequate to the rapidly increasing demand, has within the past thirty days entered upon the work of utilizing the same by the construction of cemented ditches, stimulated thereto by the remarkable results achieved by the Indiana, San Gabriel and Alhambra land companies.

These are mere glances at what has been accomplished and what has been undertaken by the people of Los Angeles County within the past five years. A most instructive and valuable volume as large as this pamphlet, if not larger, could be made up by a mere statistical and comparative recital of matters in this connection.

I must not omit to refer to the facilities afforded for irrigation by the Artesian Well System, although a perusal of the County Sketches will afford a good deal of information on this particular topic. Numbering several hundred within the limits of the county, affording, with but rare and insignificant exceptions, a

constant flow of water, proceeding from what is believed to be practically inexhaustible reservoirs, protected by legislative enactment which requires them to be capped, thus preventing any wasteful or unseasonable flow, they form at once a most interesting study and a valuable adjunct to our prosperity.

Summing up, it may I think be asserted truthfully that it has been demonstrated with the force of a mathematical proposition, at least by what has been accomplished, that this section is practically superior to the great dread of the Pacific Slope, a dry season. Properly utilized, Los Angeles County has water enough within her boundaries to render the country independent of a drought. And I have no hesitation in adding that capital could hardly find, seek it ever so far, a safer or more remunerative investment than is afforded by obtaining the control of a score of sources of water supply which only awaits the hand of labor and the magic touch of capital to make them the ministers of good and the sure reward of enterprise.

CHAPTER XIII.

THE CLIMATE OF LOS ANGELES.

BY J. P. WIDNEY, M. D.

California, apart from its minor differences and peculiarities of climate, is divided, by one prominent headland upon the coast, into two climatic divisions. That headland is Point Conception. North of it the north-west wind, cold and bracing, but to the invalid and feeble, chilling and depressing, reigns supreme.

The Sierras run parallel with the coast, but far in the interior, allowing a system of long valleys with a generally north-westerly bearing, which are swept full length by the prevailing current of cold air.

Near Point Conception, however, the main range of the Sierras and the coast line draw near to each other, while spurs and broken mountains interrupt the system of valleys, and oppose a barrier to the cold air current from the north-west.

The coast begins to deviate from its general north-west bearing, and trends sharply to the east. The result is a mild, equable climate, only a gentle west wind from the ocean, cooling the air.

The mountain chains follow near the coast, except at what is known as the Los Angeles country. Here they bear off directly eastward, and circling around, to again approach the sea, wall in a system of valleys having an area of some three thousand square miles, and extending back nearly one hundred miles from the ocean. Thus, while at other points in Southern California the only available climate to be found is a strictly coast climate, with its attendant moisture and occasional chill, there is here a choice, ranging from the coast to the warm, dry, sheltered interior.

TOPOGRAPHY.

The Los Angeles Valley, broad and open, faces southward upon the ocean. Toward the south-east it narrows into a coast plain, twelve miles in depth by sixty in length, reaching toward San Diego. Eastward, it merges into the San Bernardino Valley, sixty miles in length. Other smaller valleys branch off and wind through the mountains. All of these valleys are walled in upon the north by mountains from five thousand to nine thousand feet high, sheltering them from the north wind. The rains and melting snows of these mountains feed many streams, which are extensively used for irrigation.

CLIMATE.

The climate is essentially that of the northern part of the State, but robbed of its cold wind, and

grown softer and milder. The sun, five hundred miles nearer the tropics than at San Francisco, shines with an increased fervor, but the nights are cool, and the air during the day never has the intense heat of the northern interior valleys. The seasons are later by several weeks than in the Sacramento Valley. The rains hardly set fairly in before the latter part of December, while the Spring is cool and delayed. The late commencement of Winter is due to the fact that the rain current first strikes the coast far to the north and travels backward, reaching San Francisco after it does Oregon, and Los Angeles still later than San Francisco. The tardy Spring is no doubt, in part, due to the snow upon the surrounding mountains. Upon some of them the snow lies from December to June. Warm south winds and a more vertical sun prevents any excess of cold from this cause. The ripening orange at the foot of the mountain is watered by the melting snow from its crest. July, August and September are the months of greatest heat, but the daily sea breeze and frequent night fogs are constantly equalizing the temperature. The daily average at Wilmington, the seaport of the country, is as shown by the records at Drum Barracks: For January, 55 degrees; February, 56 degrees 6 minutes; March, 56 degrees 9 minutes; April, 58 degrees 6 minutes; May, 62 degrees 8 minutes; June, 63 degrees 5 minutes; July, 71 degrees 6 minutes; August, 73 degrees 2 minutes; September, 68 degrees; October 66 degrees; November, 61 degrees 8 minutes; December, 52 degrees 2 minutes. Annual rainfall is from twelve to fourteen inches. Different portions of the country develop minor peculiarities, as they may be in the direct line of the wind current, or sheltered by ranges of hills.

Santa Monica and La Ballona, upon the coast, are to the system of valleys what San Francisco is to the larger valleys of the north. Here the sea breeze leaves the salt water to sweep inland. Large numbers

of persons camp at these places, and fill the seaside houses during the hot months, to enjoy the bathing and the fresh, bracing air.

The valley of the Mission San Gabriel, somewhat higher than the main Los Angeles Valley, and separated from the City of Los Angeles by a low range of hills, is, in all probability, the mildest and healthiest spot in all Southern California. Even the sea breeze is tempered and robbed of its chill before passing the barrier of the hills. Facing out towards the warm morning sun, a broad, sloping plain, commanding from all points a noble view of the low, rich lands of the Monte, and the San José Valley, with a background eighty miles away, formed of the tall peaks of the Sierras, for the invalid, the feeble, to whom cold and dampness are death, it has hardly a rival upon the Pacific Coast. Here are the choicest of all the Los Angeles orange orchards and vineyards. One hour's easy drive from the City of Los Angeles reaches the heart of the Mission Valley.

CHAPTER XIV.

VALUES OF REAL ESTATE.

In the series of county sketches in this pamphlet, I have quoted past and present prices of lands to such an extent as to enable the reader to form an intelligent opinion as to ruling rates. In the chapter devoted to the City of Los Angeles I will refer to city prices. Upon the subject of the prices of suburban lands, I submit the following interesting article, which originally appeared in one of the county papers. It is at once suggestive and exhaustive. I commend it to the careful perusal of the reader:

LOS ANGELES CO., CAL., April 25, 1875.

EDITOR WILMINGTON ENTERPRISE:—We sometimes hear statements to the effect that lands in our county

have reached and are now selling at speculative prices, and doubts have been freely indulged in by many as to the possibility of settlers realizing interest on their money, and profit on their labor, in developing and improving lands bought at present prices. It seems to me the only way to determine these questions that are constantly arising, is to inquire into the value of lands similarly situated and conditioned in other countries, and base opinion upon facts there existing.

In the very able and valuable "Report on the Irrigation of San Joaquin, Tulare, and Sacramento Valleys of the State of California, submitted by the Board of Engineers and Commissioners—Lieut. Col. B. S. Alexander and Major George H. Mendell, of the Corps of Engineers, U. S. Army, and Professor Geo. Davidson, U. S. Coast Survey—to the President of the United States, and embodied in his last message to the last session of Congress, many important facts are given that are worthy of our careful consideration. In the chapter of this report, on "Irrigation in Spain," appears the following:

"Spain, by common consent, needs irrigation, and, perhaps, of all countries in the world, it best repays irrigation. We might establish the remunerative character in other ways, but it is probable that no way can be more satisfactory than to give the values of land as established by sales of both irrigated and unirrigated land. Near the City of Valencia irrigated land is sold at prices running from \$600 to \$900 per acre, and at a distance from the city, \$400 to \$500 per acre, while land not irrigated is sold at \$80 or less per acre.

"Don Juan Ribera, a Spanish engineer, states that land near Madrid is increased in value by irrigation from four to ten fold—land of the lowest price being most appreciated in value.

"From sales made at Castellon, in 1859, it appears that the average price of irrigated land was \$700 per acre, while unirrigated land in the same neighborhood was sold for \$50 per acre.

“Parts of the huerta of Murcia have been sold at \$2,500 per acre—dry land close by being worth \$150.

“At San Fernando, near Madrid, the rental of irrigated lands is \$25 per acre, which is the price in fee of dry land in the vicinity.

“In the Valley of the Esla River irrigated land is worth \$600 per acre, and dry land \$50.

“In the Valley of the Tagus it is said the produce of irrigated land is twelve times that from unirrigated land.

“Spain may be described as a country where the water is more valuable than the land, in a ratio of from five to twenty; and we feel assured that the same proposition is equally true of large parts of California.”

The question very naturally suggests itself to the reader, what are the products of these lands, to warrant such exorbitant, or apparently exorbitant prices? The report anticipates the desire of the reader to know, and further along says:

“The cultivation is various—hemp, corn, wheat, beans, peas, melons, artichokes, and pepper are among the products of the soil. Hemp is regarded as the most valuable crop.”

It will be remembered that the owners and cultivators of these lands pay their regular water rates, which seem to us high, and in times of drought, and consequent scarcity of water, the rates are enormous.

Now, it is an undisputable fact that in no country in the world is the cultivation of hemp as remunerative as the culture of the orange, lemon, lime, and other semi-tropical fruits here; and taking the production of hemp as a basis of calculation as to the value of land upon which it is grown in Spain, and the orange culture as a basis of our lands here—everything else being equal—our irrigated lands should be worth at least 300 per cent. more; and the conclusion must necessarily follow that our lands are a good investment at prices far exceeding their present values.

In the U. S. “Agricultural Reports” for 1871,

under the caption, "A Few Facts from Florida," the price of lands adapted to orange culture are given at from \$500 to \$1,000 per acre. This, too, in the face of the fact that they are exposed to frosts occurring at short intervals of time; of so violent a character as not only to impair or destroy the crops, but absolutely kill the trees.

Now, there are two trains of thought suggested by all these facts which should strongly appeal to and move our people in general, and more particularly the owners of land and water combined, and the settlers buying the same. There is abundance of water furnished by our magnificent water-sheds, if properly reser-voired and distributed in pipes, to supply all our dry lands with this life-giving and wealth-producing element. The same enhancement in the value of lands by irrigation, in Spain, should have its parallel here; and such being undoubtedly the case, what opportunities our long mountain cañons, from which millions of gallons of water flow to the ocean, afford to the capitalist! The owners of land and water undeveloped, realizing the profits awaiting their efforts and enterprise, are moving in the right direction. And if the settlers cannot successfully compete in the race for life with the farmers of old Spain—enjoying superior advantages in climate, markets, etc., to say nothing of the political institutions of our country—they will show the first example of failure, where a people of less energy, education and advantages have succeeded.

There is a future for Los Angeles County and the fortunate possessors of the soil, and it only awaits the energy of its people to make it as rich and as beautiful as any part of the world.

J. DEBARTH SHORB.

CHAPTER XV.

OUR MINING INTERESTS.

The existence of rich deposits of placer gold, within the boundaries of Los Angeles County, has been known for a great many years. Major Truman, in his "Semi-Tropical California," page 98, says:

"That during the past eighteen years Messrs. Ducommun and Jones, merchants of Los Angeles, have purchased, in one way and another, over two million dollars' worth of gold dust taken from the placer claims of the San Gabriel River, while it is fair to presume that, among other merchants, and to parties in San Francisco, has been distributed at least a like amount. The statistics of the San Francisco Mint show that in one year nearly forty thousand dollars' worth of dust was sent from Los Angeles County for coining purposes."

During my recent tour through the county I visited this locality. Two companies are engaged in hydraulic-ing on the San Gabriel River. Mr. H. C. Roberts, a member of one of the companies, informed me that in twenty-six days, working an average of from five to six men, he had taken out seventy-eight ounces of gold, worth \$17 50 per ounce, amounting to \$1,365. The year's work would average with this report. The other company was doing nearly-as well. There is a large area of land which can be worked to equal advantage, and which it is believed will prove equally as remunerative. In the work just above quoted, Major Truman says:

"About twenty-four miles from Los Angeles, and three miles from the mouth of the San Gabriel Cañon, is situated a silver-bearing lode, owned by Dr. Winston and others, and known as the Zapata Mine. A vast amount of money has been spent upon this mine, which, in the words of Col. D. C. Buell, one of the most thorough and accomplished mineralogists and mining adepts in the world, is a mountain of silver.

Already \$30,000 have been expended in tunneling the Zapata. Had it not been for an accident, in which the timbering, or a portion of it, gave way, some few years ago, causing an abandonment of direct operations, no doubt exists but there would have been, to-day, in successful running order, as fine a silver mill as there is on this coast."

Circumstances have led Dr. Winston, and those associated with him, to believe that the location known as the Zapata Mine is merely a slide from the true lead, and a new location has been made about 600 feet above and half a mile back from the old one; the name of the Winston Mine having been given to the new location.

Dr. Winston, in noways discouraged by former mishaps, is now actively engaged in running a new tunnel, at a considerable elevation above the old one, with favorable indications of reaching the *veta principal* at an early day. The croppings have been traced for a very considerable distance, and selected specimens offered very satisfactory assays. Professor Marcou, the mineralogist of the U. S. Exploring Party under Lieutenant Wheeler, who made a careful examination of the Winston Mine and its surroundings, stated that all the indications were favorable to the existence of a true fissure vein.

A great deal of prospecting has been done in the San Gabriel Mountains, and recent reports would seem to justify the belief that mines of great value exist in that section. In the article upon the Los Angeles and Independence Railroad, page 18, reference is made to the mining regions, which it is believed will eventually be made tributary to Los Angeles. Want of space prevents a more extended inquiry into the subject. Enough is known to make it certain that our mining interests are well worthy the attention of the capitalist, and must be regarded as an important factor in our future prosperity.

CHAPTER XVI.

FOREST CULTURE.

I do not think that I err in assigning the culture of forest trees a leading place in the prospectively important industries of Los Angeles County. I say "prospectively important," for the movement in that direction is only in its infancy. Within the past five years hundreds of thousands of trees, embracing the different varieties of the indigenous willows, white and black, cottonwood, black alder, Australian blue gum, ailanthus, acacia, white and black locust, the pepper tree, and other varieties, have been planted, in some instances in small groves, for a notable example of which the reader is referred to the sketch of Florence, No. 23, page 72, but for the most part along the exterior boundaries of farms and ranches, aligning the county and neighborhood roads, forming miles upon miles of quickset hedges which serve many valuable purposes. They serve as wind-breaks, and furnish constantly renewing supplies of firewood. The cottonwood and willow especially, after attaining an age of three years, are ready, as to their upper portions, for the axe, and in from two to three years more, produce a second supply equal to the first, and so on almost indefinitely. A general idea of the great rapidity of the growth of trees in this county can be gathered from the sketch above alluded to.

The most marked movement in the direction of forest culture is found in the history of the Forest Grove Association, incorporated in November, 1874. The company purchased 200 acres of land about eight miles south-west of the city, for which they paid \$30 per acre. Upon this tract they have planted 100,000 Australian blue gums, eight feet apart each way. The total expenses of the Company up to the present time, including houses for laborers, farming implements, wages, price of land, etc., amount to \$14,000. It is estimated that a further expenditure of \$2,000 in the

next two years will be required, when the work of thinning out the trees will have to be commenced. None of the trees were set out until after April 19th, 1875. At the time of transplanting, the young trees were from six inches to eight inches high and about as large as a sailor's needle. They are now from twelve feet to twenty-five feet high and from eight inches to fourteen inches in circumference, many of them much more. As for the present money value of the enterprise, it can be best inferred from the fact that one gentleman sold one-half of his stock which cost him \$600, for the sum of \$900 cash. So marked has been the success of the Forest Grove Company, that a capitalist has purchased 800 acres adjoining the land of the company, a large portion of which it is his purpose to plant in the same manner. On the Santa Anita ranch, the property of E. J. Baldwin, Esq., a great many thousand eucalyptus have been planted. I find myself so pressed both for space and time that I can say no more on this subject, except to assure the capitalist that tree planting in Los Angeles County offers a most inviting field.

CHAPTER XVII.

Rain-Fall, Frost and Notes on Climate.

The valuable essay on climate, embraced in Chapter XIII of this pamphlet was originally published by the State Medical Society of California in their "Transactions 1871-73." Permission for its republication in this pamphlet was obtained from its author Dr. J. P. Widney.

Erroneous impressions relative to the alleged exemption of this section from frosts have gone abroad. All low lying tracts of land in this County are subject to frosts annually. Especially is this the case in El Monte, Los Nietos and other similarly located settlements. Twice, or three times in the history of the

County frosts have proved destructive to the grape crop. In 1875 the fruit crops suffered severely throughout the whole County. These events however are exceptional. The mildness and equability of our climate is perhaps best evidenced by the fact that the Sicily lemon flourishes on our soil. Those who have travelled extensively in Europe regard the ability of the lemon to withstand climatic conditions successfully, as the surest test of uniformity and mildness.

In Chapter XIII Dr. Widney quotes the Thermometrical range at Wilmington. I present below the

THERMOMETRICAL RECORD

At the U. S. Coast Survey Camp, San Vicente Ranch House, two and three-fourths miles inland from Santa Monica, from August 1st, 1875, to May 31st, 1876.

1875.	7½ A. M.	2 P. M.	8½ P. M.
August—Average	68°2	77°8	67°7
Range	72—65	82—73	72—64
Sept.—Average	62 2	75 5	64 1
Range	74—59	85—65	73—60
October—Average	63 9	77 0	
Range	77—55	101—68	73—57
November—Average	56 3	68 0	57 7
Range	62—49	78—61	65—54
December—Average	50 5	65 0	52 3
Range	59—39	79—54	61—42
1876.			
January—Average	43 3	62 0	47 0
Range	54—36	72—46	58—37
February—Average	46 8	67 0	51 0
Range	60—36	84—53	66—39
March—Average	49 0	64 5	50 9
Range	56—34	80—54	57—42
April—Average	56 6	67 8	53 2
Range	81—48	97—55	69—45
May—Average	61 7	69	57 9
Range	69—56	79—63	64—54

A. W. CHASE, Ass't C. S.

I have not obtained a tabulated statement of the range of the thermometer at Los Angeles City. It is warmer in Summer and probably slightly colder in Winter than at either Wilmington or Santa Monica. The months of July and August 1876 have been exceptionally warm. Not a single instance of sunstroke, however, has originated with us.

I have been furnished by Mr. C. Ducommun with the following table showing the rain-fall for four years.

RAIN-FALL BY SEASONS.

RECORDED BY C. DUCOMMUN, OF LOS ANGELES.

	Inches.
From October 1, 1872, to May 31, 1873 . . .	12 50-100
From " " 1873, " " " 1874 . . .	23 72-100
From " " 1874, " " " 1875 . . .	21 20-100
From " " 1875, " " " 1876 . . .	29 22-100

I have not been able to obtain access to records reaching further back than 1872.

CHAPTER XVIII.

OUR PETROLEUM FIELDS.

Not having been able to make a personal inspection of the coal oil region of Los Angeles County, I transfer by permission, the following interesting article contributed by General John M. Baldwin to the Los Angeles Daily Herald:

"The line of the Southern Pacific Railroad, after piercing the San Fernando range of mountains, runs in a northerly direction towards the Santa Clara river for a distance of five or six miles, to a point called Newhall, which will be the first station beyond the tunnel. It is admirably located to serve as a point of departure for a branch running to Ventura, the county seat of Ventura County. The extension of the San Fernando range, West of the tunnel and South of the Santa Clara River, is the probable oil region of Los Angeles County. As yet it is comparatively unex-

plored; that is, but few attempts have been made by sinking wells to obtain oil; but some of the trials that have been made have been successful and encourage the hope that in the near future, when railroad facilities will enable capitalists to inspect for themselves, the whole of that section will be properly prospected for oil. Among those who have been successful, the most notable is the Star Oil Company, which had, at the time the writer visited its works, three wells, two of which are pumped, and the third flows. The yield at that time from the three wells was from twenty-five to thirty barrels of crude oil per day. The wells are situated in the Pico cañon, at a point called the Pico Springs, the flowing well being located in close proximity to the spring. The distance from the wells to Newhall station is about seven, perhaps eight, miles, on a heavy down grade, of which fact the company will avail itself to pipe its crude oil to the station where refining works will be erected. At the time of the writer's visit about a mile of pipe was ordered, with a view to save transportation and to deliver it to wagons at point easily accessible. As in most newly developed districts, so at these wells, transportation is expensive, the cost of delivering a forty gallon barrel at the refinery at Lyon's Station being one dollar—the distance traveled not exceeding nine miles. According to the information derived from the foreman of the Company, the wells varied from 130 to 150 feet in depth. Near by was a well, the property of Mr. Robert Lyons, said to yield, by pumping, ten barrels of oil per day, and having a depth of 175 feet.

"These wells, conjointly, will yield an average of forty barrels a day if pumped, which would make when purified some fifteen barrels of fine burning fluid of an incombustible character, besides a large quantity of lubricating oil of such a quality as to justify the Southern Pacific Railroad Company to prefer it to any other. The present location of the refinery of the Star Company is at Lyon's Station.

CHAPTER XIX.

THE CITY OF LOS ANGELES.

A history of the growth of the City of Los Angeles would be out of place in the present work, and certainly would require far more space than I have at my disposal. The fact that it occupies, naturally, a commanding commercial position is evidenced sufficiently by the fact that it is the centre of the railroad system of Southern California. The area of the city embraces about six square miles, and includes a pleasing diversity of hill and valley. From almost every point of view a splendid panorama of mountain scenery greets the vision, while from the higher lands the view embraces the valley reaching to the ocean. The growth of the city may be said to date from the inauguration of the railroad system. Until then, although prosperous, as in the very nature of its surroundings it must necessarily have been, its growth was slow, and its buildings of an inferior order of architecture. Within the past five years, however, the entire order of things have been changed, and, as a general rule, the business houses and residences have been of a character which would reflect credit upon any city. There are satisfactory evidences that the career of prosperity, which has marked its past, will receive a fresh impetus with the events now transpiring, and that the next five years will be still more memorable in its annals than the past. The readers of this pamphlet must depend more upon the facts and figures therein set forth, as a basis upon which to form their judgment, than upon any declarations of my own. Prophecies of future greatness are generally received with distrust, and as the expressions of an advocate rather than the conclusions of a judge, conversant with all the facts in the case, and committed to a dispassionate conclusion therefrom. But the centre of a commercial system—the exports of which have increased from 9,000 tons, in 1872, to (estimated) 20,000 tons, in 1876—whose

productive capacities have been but little more than tested, which has at length been put in direct communication, by rail, with the entire system of railroads in the United States (the last rail, connecting this city with San Francisco and the East, will be laid simultaneously with the delivery of this pamphlet to the Chamber of Commerce), most certainly can look forward to a career of, if not unexampled, at least most gratifying growth and progress. The status of a city is, to a great extent, inferred by a glance at its public and private institutions, I present a statement of those found in Los Angeles:

CHURCHES.

The Roman Catholics have completed, during the present year, a large and handsome cathedral—the finest church building outside of San Francisco, and exceeding in size St. Mary's Cathedral in San Francisco. Its cost is about \$80,000. Besides this, they have another church—the one formerly occupied. The city is the Bishop's seat. The government of the church is as follows: Tadeo Amat, Bishop; Bishop Frances Mora, Coadjutor and Vicar General; Rev. Pedro Verdagner, Parish Priest. There are also a number of assistants.

The Episcopal Church has a strong and vigorous organization, under the charge of Rev. W. H. Hill.

The Congregational Church is in charge of Rev. D. T. Packard.

The Baptist Church have an organization, but as yet have erected no house of worship. The same may be said of the Christian or Campbellite denomination.

The First Presbyterian Church, Rev. A. F. White, Pastor, occupies for the present a hall. It is rapidly gaining in strength and numbers.

The M. E. Church South have a handsome and commodious house of worship, erected at a cost of several thousand dollars. Rev. Mr. Featherstone, lately of Mississippi, Pastor.

The Fort Street M. E. Church possesses a fine building, and property valued at about \$25,000. Rev. Geo. S. Hickey is Pastor.

The Congregation B'nai B'rith, Rev. A. Edelman, Pastor, have a commodious brick synagogue.

The German Evangelical Church worships in a comfortable building on Spring street.

These, I believe, are all the religious denominations at present organized in the city.

CHARITABLE AND FRATERNAL SOCIETIES.

The Masonic Order, the Odd Fellows', the Red Men, the Knights of Pythias, Good Templars, Janisseries of Light, and Turn Verein Germania have powerful organizations. The French Benevolent Society possess a large and well appointed hospital. The Spanish-American Benevolent Society, Hebrew Benevolent Society and the German Benevolent Society, are all thoroughly organized, and ready for practical work whenever required. An Orphanage, in charge of the Sisters of Charity, provides homes, clothing, and tuition for about two hundred children. The Sisters have also a hospital, where the unfortunate are cared for for a reasonable compensation. The City and County Hospital is also under their supervision, subject to the orders of the County Physician.

NEWSPAPERS.

The following named newspapers are published in the city:

Daily and Weekly Star, Ben. C. Truman editor and proprietor—Independent; supporting Hayes and Wheeler. Daily and Weekly Evening Express, J. J. Ayers and J. D. Lynch, editors—Independent. Daily and Weekly Herald, T. B. Gardner and J. M. Baldwin editors, W. A. Spaulding Manager—Democratic. Evening Republican, W. W. Creighton editor and proprietor—Republican. La Cronica, Spanish paper, E. F. Teodoli, manager. The Sued Californische Post, Ger-

man paper, Conrad Jacoby, proprietor. L'Union, French paper, F. Tamiet, proprietor, F. V. C. Mondran, editor. The Mirror, Weekly, Yarnell & Caystile, proprietors. These comprise the only regular issues.

PUBLIC LIBRARY.

The Los Angeles Public Library was organized in 1872, and has now between 2,000 and 2,500 books on its shelves. It is supported entirely by public contributions, and is free to the public. Its sphere of usefulness will be extended as rapidly as possible.

MILITARY.

The Los Angeles Guards, N. G., Capt. James Bartley, numbering about fifty-two members, and the Los Angeles Rifleros, a Mexican company, comprise the military organizations of the city.

THE FIRE DEPARTMENT.

The City Fire Department, C. E. Miles, Chief Engineer, consists of the Thirty-eights, No. 1, and Confidence, No. 2, with a truck and ladder company. Both companies have fine steamers, and the efficiency of the department is a just cause of pride and congratulation to the city.

THE WATER SUPPLY.

The city proper is supplied by the City Water Works Company, which quite recently have expended a very large sum of money in replacing the distributing pipes formerly in use, with eleven inch mains. The company is thoroughly organized, public spirited in the management of the great interests committed to their care, and prepared to meet promptly the rapidly increasing demands upon their resources. The hill lands to the north of the city are supplied by a system of reservoirs constructed at great expense, by our enterprising fellow citizen, Hon. Prudent Beaudry, the present Mayor of Los Angeles, whose enterprise has been rewarded by seeing a large number of beautiful

and costly residences, erected upon a portion of the city which ten years ago was considered practically useless for any purpose. I regret that a lack of space forbids me to speak more fully of Mr. Beaudry's enterprises, including the beautiful park which he has planted on the hill lands.

TRADES AND INDUSTRIES.

Brass and iron foundries, carriage and wagon making, and other important industries have flourishing and successful establishments in the city. The Asbestine Stone Company, recently organized, are doing a flourishing business. Two flour and grist mills are in active operation. There are several machine shops, saw and planing mills, breweries, soda factories, bread and cracker bakeries. A number of small distilleries are also in operation. There is an Alden Fruit Dryer, which it is expected will go into active operation in a short time. The supply of fruit is abundant to keep it employed for months.

IMPROVEMENTS.

Leading architects and builders assure me that at least one hundred and fifty new houses have been constructed in this city during the present year, and still greater activity may be looked for during the remainder of the building season. This is a favorable showing taking into consideration the fact that we have been sensibly affected by the general stagnation in business circles which has prevailed throughout the entire land.

HOTELS.

The Pico, St. Charles, which is about, I understand, to add the adjoining hotel, the Grand Central, formerly Backman House to its already extensive area, the Lafayette and the United States are the leading hotels of the city. They possess accommodations for several hundred guests. To these may be added the White House, the St. Louis Hotel, Oriental and others.

Besides these there are large numbers of comfortable private establishments where the visitor can be accommodated.

CITY EXTENSIONS.

Within the past two years the flourishing suburb of East Los Angeles has sprung into existence and already boasts of more than one hundred comfortable and tasty homes, and a nice hotel. Boyle Heights, Brooklyn Heights, West Los Angeles and other localities are attracting attention.

STREET RAILROADS.

The Spring and Sixth Street, Main Street and Agricultural Park, and East Los Angeles, and San Pedro Street Railroads, afford cheap and easy access to almost all parts of the city. The Los Angeles and Aliso Avenue Street Railroad is being constructed from Main Street to Boyle Heights, and will be completed within sixty days. The Central Street Railroad, connecting Spring street, Charity street and other localities with Washington Gardens, is about to be constructed. It may safely be stated that no city in the Union will be better provided with street railroad facilities than Los Angeles. Much might be added, but taking Los Angeles as the centre of the rich and productive region described in this pamphlet, realizing the fact that her Railroad system makes the whole tributary to her growth and importance, I think that eulogy would be superfluous. The banking system of the city is described in the paper by Governor Downey.

The scope of this publication affords an opportunity for scarcely anything more than a birdseye glance at the various elements of our prosperity whether relating to the city or County. Future editions of the work will contain probably enlargements and emendations. No census of the city or County has been taken since 1870. The lowest estimate of the two does

not fall short of 30,000. It is more the custom to claim 35,000. Facts and figures taken from the School Census tables, the increase in the number of names on the Great Register, and the number of votes polled would indicate that the latter is more nearly correct than the former. The population of the City of Los Angeles may be estimated at three-sevenths of the total.

CHAPTER XX.

Our Public Schools, City and County.

All of the advantages which are set forth in this pamphlet would be of little worth, if the city and county could not point with pardonable pride to the high degree of efficiency which the public school system has attained. The city boasts of a high school building, which cost, with its appurtenances, nearly \$30,000. Twenty-three teachers are employed in the various schools in the city limits. The rapid growth of population has taxed the capacities of the accommodations already provided, to their utmost, but with the beginning of a new school year, the City Board of Education and the City Council have resolved to provide accommodations equal to any demand which may be made upon it. There are, besides the public schools in the city, a number of meritorious private schools, academies and colleges which are liberally patronized. Intending immigrants may rest assured that in the people of Los Angeles they will find a community jealously alive to the great interests of education. The schools and schoolhouses throughout the county, will compare favorably with those of any county in the State. Besides the public schools, there are a number of private institutions, to which reference is made in the County Sketches. If it is objected that I deal summarily with this important topic, I reply that it is

because of no lack of interest in the subject. An ex-teacher myself, and having filled for three years the office of County Superintendent of Schools, I feel justified, from personal observation of the working of the school system of this city and county, in assuring those who desire to make homes here, that they will find facilities for educating their children, at least equal to, if not above the average.

CHAPTER XXI.

CLOSING THE GAP.

Until the present time Los Angeles has been, in a measure, isolated from the rest of the world, except by sea voyage. See the opening chapters on our railroad system. It is believed that on the first of September the gap between this city and San Francisco will be closed, that the last tie and rail will be laid, and the last spike driven. Let those who design coming hither, remember that they can leave any eastern city, or any point on the Union Pacific or Central Pacific Roads, and come to this point direct. At Lathrop, on the main line, the two great streams of travel—that bound for San Francisco and the upper coast, and that bound for Southern California—will diverge. That thousands who, but for the completion of this great work would have remained in the upper portion of the State rather than risk the discomforts of an ocean trip, will seek this favored region there is but little doubt. In the few remarks I added to my "County Sketches," I ventured a word of suggestion to those who came here to till the soil. Let me supplement this reminder of the way to get here by the following:

The Stockton Independent mentions the case of a farmer, residing on the West Side, who has a fine crop of wheat on a ranch of 160 acres, the first in four years. This farmer is out of debt; his crop is very prolific, for the soil was able to bear it, and his family are in thriving circumstances. All this was accomplished by adopting a system of mixed husbandry. While the farmer planted root and forage crops, his wife kept four cows, a few pigs and poultry, and from these alone she netted \$750 last year. This should encourage farmers generally to adopt a similar plan.

For men and women who want to farm on the above mentioned principles, there is no better country out of doors than this County.

FINIS.

The necessity of closing the forms, in order to have the pamphlet ready for delivery on the first of September, compels me, reluctantly, to leave mention of important topics to the next edition.



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